Final / Accepted Fee Proposal

PROFESSIONAL SERVICES FEE PROPOSAL

THIS FEE PROPOSAL TO BE RETURNED
IN A SEPARATELY SEALED ENVELOPE TO:

DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION
33 WEST STATE STREET, 9TH FLOOR., PLAN ROOM
P.O. Box 034
Trenton, NJ 08625-0034
Attention: Catherine Douglass

DATE: Revised 5/19/2014
PROJECT NO.: P1107-00

THIS PROPOSAL DUE DATE, NO LATER THAN 2:00 PM, TUESDAY, MAY 13, 2014

FIRM NAME: STV Architects, Inc.

THE UNDERSIGNED PROPOSES TO PROVIDE ALL PROFESSIONAL SERVICES AS CALLED FOR IN THE SCOPE OF WORK AND THE AGREEMENT BETWEEN THE STATE OF NEW JERSEY AND THE CONSULTANT

CONSULTANT & SUB-CONSULTANT DESIGN SERVICES	$ 398,941
CONSULTANT & SUB-CONSULTANT CONSTRUCTION ADMINISTRATION	$ 252,361
TOTAL LUMP SUM FEE FOR PROFESSIONAL SERVICES	$ 651,302
PERMIT FEE ALLOWANCE	$ 2,500
ASBESTOS TESTING AND REPORT ALLOWANCE	$ 25,345
ASBESTOS ABATEMENT DESIGN ALLOWANCE	$ 7,720
HAZARDOUS MATERIALS CONSTRUCTION ADMINISTRATION ALLOW.	$ 24,046
ALLOWANCES PROPOSED BY CONSULTANT	$ 0
TOTAL CONTRACT AMOUNT	$ $710,912.10

THE WAGE LEVELS INCLUDED ON THE "PROJECT KEY PERSONNEL LIST" WILL BE USED FOR ANY EXTENTION OF SERVICES BEYOND THE ORIGINAL CONTRACT COMPLETION DATE. **PROPOSAL TO GOOD THROUGH 60 DAYS AFTER THE DUE DATE.**

Lloyds of London
PROFESSIONAL LIABILITY INSURANCE
(See Attached Requirements per "General Conditions to Consultant Agreement" Section 27)
$500,000. MINIMUM LIMIT WITH A $75,000.MAXIMUM DEDUCTIBLE)

SIGNATURE
David M. Ziskind, FAIA, NCARB, LEED®AP BD+C
Chief Architect, Building/Facilities, Senior Vice President
TITLE

Final / Accepted
Fee Proposal

CONSULTANT TASK/LABOR FEE SHEET

P1107-00

NTERIOR AND MEP RESTORATION, CRRNJ TERMINAL BUILDING
LIBERTY STATE PARK, JERSEY CITY, HUDSON COUNTY

PROJECT PHASE		CONSULTANT LEVEL OF EFFORT IN HOURS/FEE								
		ARCHITECTURE & PROJECT MANAGEMENT	MEP ENGINEERING	HISTORIC PRESERVATION/ RESTORATION	CIVIL / STRUCTURAL ENGINEERING	ENVIRONMENTAL ENGINEERING	COST ESTIMATING	OTHER ELEVATOR	REPRODUCTION / DOCUMENTS	TOTALS
CONCEPT INVESTIGATION / SCHEMATIC PHASE	HOURS	186	149	42	54	2	27	17		477
	AMOUNT	$27,933.40	$22,346.72	$6,285.02	$6,983.35	$349.17	$3,491.68	$1,745.84	$600.00	$69,735.17
DESIGN DEVELOPMENT PHASE	HOURS	220	176	50	63	3	32	21		565
	AMOUNT	$33,012.20	$26,409.76	$7,427.75	$8,253.05	$412.65	$4,126.53	$2,063.26	$600.00	$82,305.20
FINAL DESIGN PHASE	HOURS	481	406	94	146	6	73	48		1254
	AMOUNT	$72,182.00	$60,945.60	$14,140.95	$18,945.50	$952.28	$9,522.75	$4,761.38	$1,600.00	$183,050.45
PERMIT APPLICATION PHASE	HOURS	169	135	38	49	2	24	16		433
	AMOUNT	$25,394.00	$20,315.20	$5,713.65	$6,348.50	$317.43	$3,174.25	$1,587.13	$1,000.00	$63,850.15
DESIGN SUB TOTAL	**HOURS**	**1,056**	**866**	**224**	**312**	**13**	**156**	**102**		**2,729**
	AMOUNT	**$158,521.60**	**$130,017.28**	**$33,567.36**	**$40,530.40**	**$2,031.52**	**$20,315.20**	**$10,157.60**	**$3,800.00**	**$398,940.96**
BID & CONTRACT AWARD PHASE	HOURS	85	68	19	24	1	12	8		217
	AMOUNT	$12,697.00	$10,157.60	$2,856.83	$3,174.25	$158.71	$1,587.13	$793.56	$600.00	$32,025.08
CONSTRUCTION PHASE	HOURS	623	339	75	111	5	46	40		1239
	AMOUNT	$93,485.00	$50,788.00	$11,284.13	$14,371.25	$793.56	$5,935.63	$3,967.81	$1,600.00	$182,225.38
CLOSE-OUT PHASE	HOURS	102	81	23	29	1	15	10		261
	AMOUNT	$15,236.40	$12,189.12	$3,428.19	$3,809.10	$190.46	$1,904.55	$952.28	$400.00	$38,110.09
CONSTRUCTION SUB TOTAL	**HOURS**	**810**	**488**	**117**	**164**	**7**	**73**	**58**		**1,717**
	AMOUNT	**$121,418.40**	**$73,134.72**	**$17,569.14**	**$21,354.60**	**$1,142.73**	**$9,427.30**	**$5,713.65**	**$2,600.00**	**$252,360.54**
TOTAL	**HOURS**	**1,866**	**1,354**	**341**	**476**	**20**	**229**	**160**		**4,446**
	AMOUNT	**$279,940.00**	**$203,152.00**	**$51,136.50**	**$61,885.00**	**$3,174.25**	**$29,742.50**	**$15,871.25**	**$6,400.00**	**$651,301.50**

Final / Accepted
Fee Proposal

USA Environmental Management, Inc.
Recommended Hazardous Materials Allowance
P1107-00
Interior & MEP Restoration
CRRNJ Terminal Building
Allowance Development Date May 7, 2014 (revised 5/19/2014)

A) Asbestos Testing & Report Allowance			
Inspection & Testing	***Unit(s)***	***Cost***	***Total***
Program Manager	10	$100.00	$1,000.00
Project Manager	16	$90.00	$1,440.00
USEPA, Building Inspector(s)	32	$75.00	$2,400.00
Environmental Technician	32	$65.00	$2,080.00
Professional Geologist	10	$130.00	$1,300.00
NJ Pb Inspector/Risk Assessor	2	$75.00	$150.00
Asbestos Bulk Sample Analysis, via PLM	120	$16.00	$1,920.00
Asbestos Bulk Sample Analysis, via TEM	25	$105.00	$2,625.00
Spore Trap Analysis (microbial)	15	$122.00	$1,830.00
Bulk/Swab Analysis (microbial)	15	$132.00	$1,980.00
PCB, Bulk Sample Analysis	10	$225.00	$2,250.00
XRF Instrument	1	$250.00	$250.00
Kickoff & SD Meeting Attendance (2)	16	$90.00	$1,440.00
Subtotal			*$20,665.00*
Reporting			
Program Manager	8	$100.00	$800.00
Project Manager	20	$90.00	$1,800.00
CAD Technician	32	$65.00	$2,080.00
Subtotal			*$4,680.00*
Item "A" Subtotal			***$25,345.00***

B) Asbestos Abatement Design Allowance (to include PBC's and Duct Cleaning)			
Program Manager	4	$100.00	$400.00
Project Manager	8	$90.00	$720.00
USEPA, Project Designer	32	$75.00	$2,400.00
Environmental Technician	16	$65.00	$1,040.00
CAD Technician	32	$65.00	$2,080.00
DD/FD Meeting Attendance (2)	12	$90.00	$1,080.00
Subtotal			*$7,720.00*
Item "B" Subtotal			***$7,720.00***

C) Hazardous Materials Construction Administration Allowance			
Asbestos/Lead Abatement Monitoring			
Program Manager	4	$100.00	$400.00
Project Manager	16	$90.00	$1,440.00
Asbestos Safety Technician (10 Days)	68	$70.00	$4,760.00
Environmental Technician	68	$65.00	$4,420.00
Air Sample Analysis, via PCM (8/day)	70	$16.00	$1,120.00
Air Sample Analysis, via TEM (2 areas)	10	$105.00	$1,050.00
Wipe Sample Analysis PCB (random)	10	$225.00	$2,250.00
Microbial Analysis	25	$122.00	$3,050.00
NADCA Duct Vacuum Test	20	$85.00	$1,700.00
Pb Wipe Sampling	30	$25.00	$750.00
Meeting Attendance (1)	8	$90.00	$720.00
NJDCA Fees (6% AST)	1	$285.60	$285.60
Final Report	1	$2,100.00	$2,100.00
Subtotal			*$24,045.60*
Item "C" Subtotal			***$24,045.60***

HazMat Allowance Total Estimate **$57,110.60**

Item C assumes 10 days of asbestos abatement monitoring and 10 days of duct cleaning/microbial remediation monitoring will be required to meet the intent of the project. However, abatement monitoring requirements are difficult to estimate prior to the investigation/design phases are complete. Several variables would significantly impact the abatement monitoring allowance; including, but not limited to, multi-phased replacement, limits on daily removal, weather, etc. The State will only be invoiced for units expended on this project. *PCB analysis has been quoted using a two week analytical turn a round time.*

STV 100 Years

April 22, 2014

Department of the Treasury
Division of Property Management and Construction
Contracts & Procurement Unit
33 West State Street, 9th Floor, Plan Room
Attention: Ms. Catherine Douglass
P.O. Box 034
Trenton, New Jersey 08625-0034

RECEIVED DPMC 2014 APR 22 A 10:52

Reference: **DPMC Project No: P1107-00**
Interior and MEP Restoration
Central Railroad of New Jersey (CRRNJ) Terminal Building
Liberty State Park, Jersey City, Hudson County, NJ

Dear Ms. Douglass:

Restoring the first floor interior finishes and replacing the mechanical, electrical, and plumbing (MEP) systems of the Central Railroad of New Jersey (CRRNJ) Terminal Building damaged by Hurricane Sandy will require a firm with expertise in architecture, historical restoration, MEP engineering, and a fundamental respect and commitment to the stewardship of historic buildings, as well as an excellent relationship with the New Jersey Division of Property Management and Construction (DPMC). STV offers all of these advantages for Project P1107-00.

Highly Relevant Experience

STV professionals understand the importance of preserving this physical embodiment of the state's cultural and architectural inheritance and have highly relevant experience on similar restorations of historic buildings. For example, STV served as the project manager overseeing the development and implementation of a master plan for the rehabilitation and redevelopment of New Jersey Transit's Hoboken Terminal and Yard Complex, and was the lead for the **mechanical, electrical, plumbing**, rail, and industrial components of the project. STV led a large design team through three phases of renovations, including the restoration of the complex's main waiting room and terminal complex. When the Terminal and Yard sustained extensive flood damage from the storm surge during Hurricane Sandy, STV provided surveys and prepared condition assessments of all structures and systems for the restoration.

Another example pertinent to this project is the Grand Central Terminal restoration in New York City. STV was the lead engineer, providing structural, civil, **mechanical, electrical, and plumbing engineering services for the restoration and renovation of the main waiting room interior space,** which involved repairs to the floor, ceiling, walls, windows, and interior lighting. **STV received the prestigious Presidential Award for Design Excellence for the Grand Central Terminal restoration**, an award honoring projects that represent the highest standards of Federal design in architecture, urban design and planning, historic preservation, engineering, and industrial design.

In addition to these historical restoration projects, STV is currently involved in a number of projects that require rehabilitation and MEP design expertise similar to the challenges that will be encountered at the CRRNJ Terminal Building as a result of Hurricane Sandy damage. For example, STV is upgrading eight stations for New York City Transit (NYCT) that will result in finishes restoration and long term flood mitigation. In other work for NYCT, STV is preparing an engineering feasibility study

820 BEAR TAVERN ROAD, SUITE 200
TRENTON, NEW JERSEY 08628-1021
(609) 530-0300 FAX: (609) 530-0305

and the design to repair fan plants, emergency exits, and vents at 17 critical locations that sustained significant flood damage due to the Sandy storm surge.

STV Team

Our team for this important project includes a trusted subconsultant, Jablonski Building Conservation, Inc. (JBC).[WBE] JBC is particularly well equipped for this assignment, having **completed a conditions assessment with repair recommendations for the CRRNJ Terminal** in 2011. After Super Storm Sandy, JBC's scope was enlarged to include damage caused by the flooding of the terminal. For post Sandy repairs at the Hoboken Ferry Terminal, STV brought JBC onto our team as a conservation expert. Prior to that, JBC had worked on the Hoboken Ferry Terminal Clock Tower Reconstruction. Our team's hazardous materials consultant, USA Environmental Management, Inc.[SBE] (USAEMI), has also recently worked at the CRRNJ Terminal Building. Contracted after Hurricane Sandy by the State of New Jersey Department of Environmental Protection, Natural and Historic Resources, **USAEMI provided environmental services for biological remediation within the attic and cupola of the CRRNJ Terminal Building**.

Additional skilled specialists joining our team include Banc3 Engineering (Banc3)[MBE] for civil engineering, VanDeusen and Associates (VDA) for vertical transportation systems, and VJ Associates (VJA)[MBE] for cost estimating. STV has worked on a variety of projects with all of these firms for more than a decade and will seamlessly mesh their experience and capabilities with our own.

STV and our teaming partners are pre-qualified by the DPMC in all of the disciplines for which professional services are required, with the exception of VDA, who is exempt because vertical transportation systems are currently not among the disciplines prequalified by the DPMC. STV Incorporated and STV Construction, Inc. will provide engineering and project controls services respectively, as subconsultants to STV Architects, Inc.

Conclusion

For many immigrants, the CRRNJ Terminal was the gateway to the realization of their hopes and dreams for a new life in America. Restoring the Terminal's interior and MEP equipment and systems will assure that future generations have a connection to New Jersey's key role in this period of American history. Thank you for the opportunity to submit our Technical Proposal for this exciting and meaningful project. We look forward to continuing our successful working relationship with you.

Sincerely,

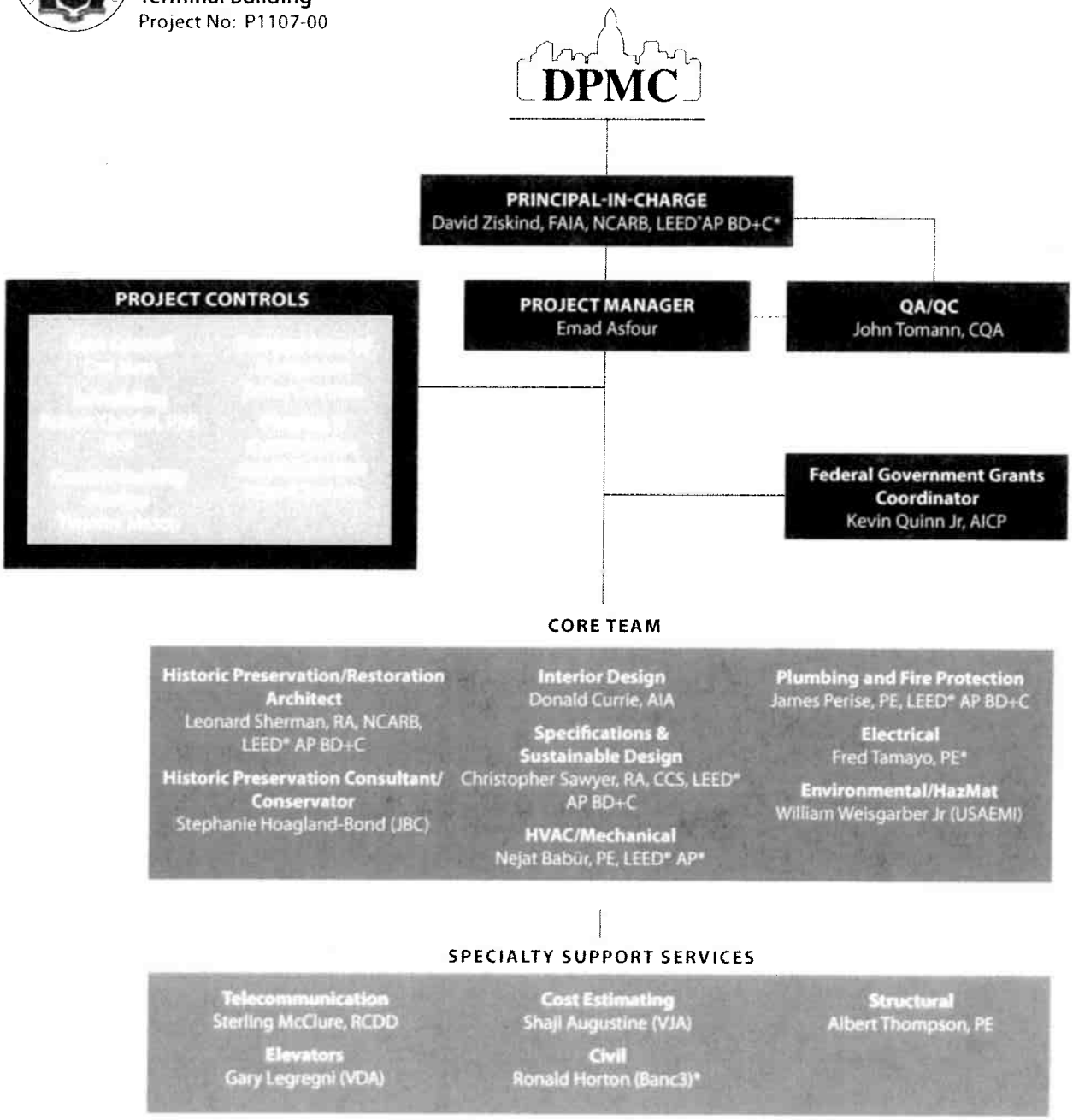
STV Architects, Inc.

David Miles Ziskind, FAIA, NCARB, LEED®AP BD+C
Senior Vice President

State of New Jersey

Department of the Treasury

Interior and MEP Restoration
Central Railroad of New Jersey
Terminal Building
Project No: P1107-00



SUBCONSULTANTS:

(Banc3) Banc 3 Engineering[MBE]
(JBC) Jablonski Building Conservation[WBE]
(USAEMI) USA Environmental Management[SBE]
(VDA) VanDeusen & Associates
(VJA) VJ Associates[MBE]

*Registered in New Jersey

David Miles Ziskind, FAIA, NCARB, LEED®AP BD+C

PRINCIPAL-IN-CHARGE

As STV's Chief Architect of Buildings/Facilities and a senior vice president, Mr. Ziskind has been the principal-in-charge for complex architectural projects for more than 35 years, for which he has received a number of awards from local and national organizations. Many of the educational, justice, healthcare, and transportation facility projects he has managed involved large-scale complex programs. Mr. Ziskind is particularly known for his creative, innovative approach to project planning, design, and administration with a special emphasis on creating appropriate and enhanced environments. Mr. Ziskind's criteria for excellence embrace each project's expression of sensitivity to human needs, setting forth the principle that good design can be achieved in spite of the economic, pragmatic, and operational constraints.

FIRM
STV

EDUCATION
BACHELOR OF ARCHITECTURE; PRATT INSTITUTE

BACHELOR OF ARTS; COLBY COLLEGE

REGISTERED ARCHITECT
NEW JERSEY AND 29 ADDITIONAL STATES

PROFESSIONAL PLANNER
NEW JERSEY

CERTIFICATIONS
LEED ACCREDITED PROFESSIONAL (AP) BUILDING DESIGN + CONSTRUCTION (BD+C)

NATIONAL COUNCIL OF ARCHITECTURAL REGISTRATION BOARDS (NCARB) CERTIFICATION

MEMBERSHIPS
FELLOW, AMERICAN INSTITUTE OF ARCHITECTS (FAIA)

AIA COMMITTEE ON ARCHITECTURE FOR EDUCATION

AIA COMMITTEE ON ARCHITECTURE FOR JUSTICE

AMERICAN ASSOCIATION OF HOMES FOR THE AGING

AMERICAN CORRECTIONAL ASSOCIATION, INTERNATIONAL COMMITTEE

FELLOW, INSTITUTE FOR URBAN DESIGN

Project Experience

NJBA/NJ DPMC State House Annex Roof Slab Renovation - Principal-in-Charge

Oversaw the preparation of a condition assessment, including a complete structural integrity investigation, for the $7 million renovation of the roof slab of the historic state building in Trenton, NJ, for the New Jersey Division of Property Management & Construction (NJ DPMC). The structural integrity investigation included hands-on inspection, concrete testing, and corrosion rate analysis. Analyses of roof slab and supporting structure determined the level of repairs required, which varied from localized repairs to complete slab replacement. Under Mr. Ziskind's charge, STV enabled the completion of the project in one year. The project received praise from the Executive Director of the New Jersey Building Authority (NJBA), who wrote in a letter to STV's president, *"The STV team demonstrated outstanding leadership, expertise, and ability in delivering this project."*

NYCSCA Curtis High School Restoration, Preservation, and Rehabilitation - Principal-in-Charge

Held overall responsibility for the complete architectural design services for the removal and replacement of the original wood windows in the first five buildings with new aluminum units, and repairs to the exterior brick masonry of this New York State landmark high school in Staten Island, NY. For the second phase of this $26.5 million New York City School Construction Authority (NYCSCA) restoration, preservation, and rehabilitation project, the firm provided complete architectural design services for the high school building exteriors and interior spaces. STV acted as the restoration architect for this high school project, and spearheaded a series of projects to modernize the complex while preserving its beautiful Gothic appearance. The firm also worked closely with the New York State Historic Preservation Office in obtaining its approval.

City of Waterbury City Hall Renovation - Principal-in-Charge

Provided oversight for programming; architectural design; and structural, mechanical, electrical, and plumbing engineering services for the proposed restoration of the historic City Hall building in Waterbury, CT. The firm prepared schematic design for alterations to the interior layout of the building to accommodate the planned reorganization of municipal administrative functions. The scope of work involved repairing the building exterior and interior spaces in compliance with State of Connecticut Historical Preservation Office guidelines and standards. The project scope also included bringing the building into compliance with current building and fire codes and updating and/or replacing the electrical and HVAC systems.

NJDPMC Greystone Psychiatric Hospital Building Improvements - Principal-in-Charge

Oversaw this project for the interior and exterior rehabilitation of 10 separate facilities within the Greystone Psychiatric Hospital campus for the New Jersey Division of Property Management & Construction (NJ DPMC). The $2.9 million project consisted of roof replacements, structural repairs to concrete, rehabilitation of HVAC and boiler systems, fire and life safety upgrades, and environmental remediation.

Emad Asfour, Associate AIA

PROJECT MANAGER

Mr. Asfour has more than 25 years of experience in the design and construction of diverse government, healthcare, educational, transportation, and justice facilities. His experience includes planning and programming, architectural design and construction document development, code review, and construction administration services for the NJ DPMC, NJ TRANSIT, and the Metropolitan Transportation Authority (MTA).

FIRM
STV

EDUCATION
MASTER OF SCIENCE, COMPUTER ENGINEERING APPLICATIONS (ACES); CAIRO, EGYPT

BACHELOR OF ARCHITECTURE; FINE ARTS COLLEGE, CAIRO, EGYPT

MEMBERSHIP
AIA INTERNATIONAL ASSOCIATE

Project Experience

NJDPMC New Jersey State House Annex Roof Slab Rehabilitation - Project Architect

Managed the architectural design for the $10 million fast-track roof renovation of this historic structure in Trenton, NJ. Constructed between 1928 and 1931, the 4-story, 150,000-sf building features a classic monumental limestone colonnade, and is a national and state historic landmark. To complete the project in time for the inauguration of the new governor, the construction effort included working 21-hour days and weekend shifts. To protect rooms on the floor directly below the roof level during construction, STV oversaw the innovative installation of a temporary watertight enclosure over the entire building. The enclosure allowed work to proceed through the fall and winter months without any water damage to the historic rooms. The project received an Honorable Mention for the CMAA Project of the Year Award, and received the New Jersey Business and Industry Association's New Good Neighbor-Special Award.

NJ TRANSIT Morristown Station Roof Rehabilitation - Project Architect

Oversaw preliminary through final design for the rehabilitation of this historic rail station in Morristown, NJ. Mr. Asfour assessed the condition of the station to identify repairs necessary to the exterior envelope. He provided code overview and analysis, supervised preparation of contract documents for replacement of the tile roof and platform canopy roofs; repairs to the roof membrane and brackets; ceiling replacement in the main station; window repairs; replacement of leaders, gutters, and soffits; improvements to a pedestrian tunnel; and repairs to structural support members. Mr. Asfour managed construction phase services as well. The rehabilitation design required approval by the NJSHPO and a permit from the Department of Community Affairs (DCA).

NJDPMC Greystone Psychiatric Hospital Building Improvements - Project Architect

Managed the complete architectural services for the interior and exterior rehabilitation of 10 separate facilities within the Greystone Psychiatric Hospital campus in Greystone Park, NJ. The $2.9 million project for the NJDPMC consisted of roof replacements, structural repairs to concrete, rehabilitation of HVAC and boiler systems, fire and life safety upgrades, and environmental remediation.

NJDPMC MVC Administration Building Roof Replacement - Project Architect

Provided programming, code analysis, architectural, and construction phase services for the roof replacement at the Motor Vehicle Commission (MVC) administrative building in Trenton, NJ. Mr. Asfour was responsible for the project schedule and specifications and for making sure that the new roof was designed in accordance with rehabilitation and IBC codes.

NJDPMC Five New Motor Vehicle Facilities - Project Architect

Provided architectural services for the design of a prototypical 7,000-sf Motor Vehicle Commission (MVC) building that was adapted for five existing vehicle inspection stations in Flemington, Freehold, East Brunswick, Lakewood, and Randolph, NJ. Mr. Asfour was responsible for programming, site selection, and preparing site-specific designs for each facility. He was also responsible for code analysis, specifications, contract documents, and managing construction phase services.

Leonard Sherman, RA, NCARB, LEED®AP BD+C

HISTORIC PRESERVATION/RESTORATION ARCHITECT

Mr. Sherman has 30 years of experience in all phases of architectural design for new, existing, and historic landmark buildings, with particular emphasis on exterior restoration and preservation and adaptive reuse. His responsibilities include scoping studies, schematic and design development, construction document development, and construction contract administration. Mr. Sherman's background also encompasses technical consultation for roofing, exterior wall, and accessibility problems.

FIRM
STV

EDUCATION
BACHELOR OF ARCHITECTURE; SYRACUSE UNIVERSITY SCHOOL OF ARCHITECTURE

REGISTERED ARCHITECT
NY

TRAINING/ CERTIFICATIONS
LEED ACCREDITED PROFESSIONAL (AP) BUILDING DESIGN AND CONSTRUCTION (BD+C)

NATIONAL COUNCIL OF ARCHITECTURAL REGISTRATION BOARDS (NCARB)

GREEN DESIGN VS. HISTORIC PRESERVATION; PRATT INSTITUTE SCHOOL OF CONTINUING EDUCATION

OVERVIEW OF 2006 RESIDENTIAL CODE OF NY STATE; PRATT INSTITUTE SCHOOL OF CONTINUING EDUCATION

ARCHITECTURAL RESTORATION: MOTIVATIONS AND CONSTRAINTS TO THE PRESERVATION OF OLDER STRUCTURES; PRATT INSTITUTE SCHOOL OF CONTINUING EDUCATION

ADAPTIVE USE REIMAGINED; PRATT INSTITUTE SCHOOL OF CONTINUING EDUCATION

MEMBERSHIPS
NATIONAL TRUST FOR HISTORIC PRESERVATION FORUM

Project Experience

NYCSCA Curtis High School Heating Plant Replacement - Senior Project Architect

Supervised and coordinated design for an $8.2 million project to gut the boiler room, replace all boiler room equipment, and convert the heating plant from oil to gas. The system will be tied into the new gas service and gas meter room constructed under the Curtis High School Modernization Project, a comprehensive infrastructure modernization and rehabilitation project, as part of an ongoing series of improvements to this city and state landmark high school located at the northern end of Staten Island, NY. The project is currently waiting for funding.

NYCSCA Curtis High School Modernization - Project Architect/Specifications Writer

Oversaw a comprehensive $9 million infrastructure modernization and rehabilitation project as part of a series of improvements to this city and state landmark high school located at the northern end of Staten Island, NY. The overall goal of this project was to replace, relocate, and repair plumbing, heating, electrical, and lighting systems. A new gas meter room was designed to replace two noncompliant gas services and was sized for the future conversion of the boiler plant from oil to natural gas. The project also involved significant additional NYSHPO-conforming exterior, exterior access, site, roof replacement, and structural work that could not be included in the recently completed (2004), award-winning, $26 million historic restoration/preservation project, which was also under Mr. Sherman's direction. Mr. Sherman also prepared the specifications and provided full construction administration services. Critical to the success of this effort was the rapid response to contractor requests for information and the redesign of critical areas on short notice after existing concealed conditions were revealed during demolition operations.

NYCSCA Curtis High School Natatorium Building - Senior Project Architect

Supervised and coordinated a $3.3 million project to provide the first major upgrade to this 1935 mansard roofed six-building high school complex in Staten Island, NY. The project for the New York City School Construction Authority (NYCSCA) was complicated by the discovery during demolition of severe spalling of concrete at the underside of the structural concrete mansard roof deck. Mr. Sherman directed the establishment of a concrete restoration and repair protocol, and the design of a steel sub-framing system supported by the existing steel truss and beam system.

NYCSCA P.S. 751M Exterior Renovation - Senior Project Architect/Specifications Writer

Designed and prepared contract documents for $600,000 in upgrades to this Victorian Gothic landmark primary school in Manhattan, originally built in 1895 and expanded circa 1905. The New York City School Construction Authority (NYCSCA) project, designed to meet New York State Historic Preservation Office requirements, involved upgrading the school building to comply with current city building code for parapet walls.

Stephanie Hoagland-Bond

HISTORIC PRESERVATION CONSULTANT/CONSERVATOR

Ms. Hoagland-Bond is a conservator and architectural historian with more than 10 years of experience providing conditions assessments, cultural resource surveys, and developing historic structures documentation and reports for a variety of markets, including transportation, parks and recreation, and government. She has also conducted on-site sampling and laboratory testing and analysis of mortars, masonry, and finishes. In addition, Ms. Hoagland-Bond has prepared comprehensive reviews in accordance with Section 106 of the National Historic Preservation Act, the New Jersey Register of Historic Places, New Jersey Executive Order 215, and the National Environmental Policy Act.

FIRM
JABLONSKI BUILDING CONSERVATION, INC. (JBC)

EDUCATION
MASTER OF SCIENCE, HISTORIC PRESERVATION; COLUMBIA UNIVERSITY GRADUATE SCHOOL OF ARCHITECTURE PLANNING AND PRESERVATION

BACHELOR OF ART, INTERIOR DESIGN, WESTERN WASHINGTON UNIVERSITY

MEMBERSHIP
THE AMERICAN INSTITUTE FOR CONSERVATION OF HISTORIC AND ARTISTIC WORKS

Project Experience

NJDPMC Central Railroad of New Jersey Terminal Building - Conservator/ Historian

Completed a conditions assessment with repair recommendations in 2011; however, before repairs had begun, Super Storm Sandy, swept approximately five feet of salt water through the building on October 29, 2012. Consequently, the scope of work was enlarged to include the damage caused by the flood, including brick repair and efflorescence removal. Jablonski Building Conservation was retained by an architectural firm to provide materials analysis and assist in the completion of specifications for the repair and restoration of the exterior. The design phase was completed in July 2013. The project is currently in the construction phase.

New Jersey Transit, Hoboken Ferry Terminal Sandy Restoration, Phases I & II - Conservator/ Historian

In October 2012, Super Storm Sandy brought over five feet of brackish water through the waiting room of the Hoboken Ferry Terminal waiting room. As part of the restoration of this historic landmark, Jablonski Building Conservation, Inc. (JBC) was retained by STV to serve as the conservation consultant on the project. Historic materials that had been affected included wood benches and other architectural details, limestone, terrazzo, plaster, and ornamental woodwork. Conditions assessments were performed in the waiting room, crew quarters, and train platform. Conditions were noted on sketches created in the field and the report included prioritized recommendations. JBC assisted in the completion of specifications for the restoration and repair of the waiting room and provided construction administration services including mock-up reviews and material selection. With the Hoboken Terminal serving as a hub for the Super Bowl the waiting room had to be open by January 2014. JBC and the entire team worked to expedite the design process while working with the NJSHPO and NJ Transit to ensure that the tight deadline would be met. The team is now working on Phase II of the project which includes the required restoration and repairs for the crew quarters, train platform and yard.

NJ TRANSIT Morristown Station Roof Rehabilitation - Conservator/ Historian

Provided a condition assessment, repair rec., materials testing, repair specifications and mock-up review for the rehabilitation of this historic rail station in Morristown, NJ. Work involved replacement of the tile roof and platform canopy roofs; repairs to the roof membrane and brackets; ceiling replacement in the main station; window repairs; replacement of leaders, gutters, and soffits; improvements to a pedestrian tunnel; and repairs to structural support members.

New Jersey Transit Hoboken Ferry Terminal Clock Tower Reconstruction - Conservator/ Historian

Jablonski Building Conservation, Inc. (JBC) provided historic research, design assistance, and NJSHPO liaison for the Hoboken Ferry Terminal Clock Tower Reconstruction, the historic 225-foot clock tower which was demolished in the 1950s, JBC and the team employed several innovative fabrication and installation methods to replicate the historic tower.

Donald Currie, AIA

ARCHITECTURE/INTERIORS

Mr. Currie has been involved in the planning and interior design of major facilities in the New York metropolitan area, New Jersey, nationally, and abroad for more than 40 years. Mr. Currie generated the controlling design conceptions, general program interpretation, and contextual appropriateness for many of the firm's projects, which include new and renovated education, transportation, justice, health, laboratory, military, residential, and commercial facilities. His interior design experience includes the coordination of colors and finishes, and creating inviting spaces and architectural continuity between new and existing facilities. For the New Jersey Schools Development Authority (NJSDA), Mr. Currie originated initial concepts for all schools in the $8.5 billion Abbotts School Program, the largest public construction program ever undertaken by New Jersey. Recognized for his design sensitivity and contextual responsiveness, he has received numerous design awards.

FIRM
STV

EDUCATION
MASTER OF ARCHITECTURE; HARVARD GRADUATE SCHOOL OF DESIGN

BACHELOR OF ARCHITECTURE; UNIVERSITY OF WASHINGTON

REGISTERED ARCHITECT
NEW YORK

MEMBERSHIPS
AMERICAN INSTITUTE OF ARCHITECTS

Project Experience

NJBA/NJDPMC Greystone Psychiatric Hospital Modernization - Design Director

Led the design effort for the $2.9 million renovation, preservation, and modernization of interior features at this facility in Morris Plains, NJ for the New Jersey Building Authority (NJBA) and the New Jersey Department of the Treasury Division of Property Management and Construction (NJDPMC).

NYCDDC 9th Precinct Stationhouse Rehabilitation - Design Director

Performed and directed architectural design for the $25 million replacement of the New York City Police Department (NYPD) 9th Precinct building as part of a New York City Department of Design and Construction (NYCDDC) contract.

NJSDA West Side High School - Design Director

Oversaw the $65 million renovation and design of a 162,000-sf addition to a high school in Newark, NJ. The New Jersey Schools Development Authority (NJSDA) retained STV to make an architectural and engineering assessment of the existing structure, determine program requirements for the new configuration, formulate a master plan with four alternative layouts, and provide complete design for the selected alternative.

NJDPMC Five New Motor Vehicle Facilities - Design Director

Coordinated architectural and interior design for a prototypical 7,000-sf Motor Vehicle Commission facility to be site-adapted throughout the state for the New Jersey Department of Property Management and Construction (NJDPMC). Prototypes were adapted to create new facilities at four locations; construction of a planned fifth site, in Lakewood, is on hold. STV collected information about the five sites, including traffic flow, parking capacity, and other pertinent conditions. The firm also conducted interviews with MVC staff to make sure that the new stations would meet the agency's daily needs. The design of the prototypes met all MVC and DPMC standards and design guidelines, as well as the requirements of the NJ Department of Environmental Protection (NJDEP) No Net Loss Reforestation Act.

NYCSCA P.S. /I.S. 102 Addition - Design Director

Coordinated architectural design and site planning for a 4-story, 90,000-sf addition to P.S./I.S. 102 in Queens, NY, housing 47 classrooms, a gymnasium, and a cafeteria. Among the design challenges that Mr. Currie's team met was fitting the new addition on the site while preserving the look and feel of the original 3-story brick building, which is protected under New York State Historic Preservation Office (NYSHPO) guidelines.

Christopher Sawyer, RA, CCS, LEED®AP BD+C

SPECIFICATIONS & SUSTAINABLE DESIGN

Mr. Sawyer has applied technical control and production expertise to architecture, engineering, and site specifications for numerous education, residential, commercial, and government projects, including museums and hotel resorts, for more than 15 years. He has written and developed specifications and assembled project manuals for design development and construction documents phases, prepared addenda, and provided field assistance during bidding phases and construction contract administration.

FIRM
STV

EDUCATION
MASTER OF FINE ARTS, WRITING; COLUMBIA UNIVERSITY

BACHELOR OF ARTS, ENGLISH; NEW MEXICO STATE UNIVERSITY

REGISTERED ARCHITECT:
NEW YORK

CERTIFICATIONS
CERTIFIED CONSTRUCTION SPECIFIER (CCS); CONSTRUCTION SPECIFICATIONS INSTITUTE (CSI)

LEED ACCREDITED PROFESSIONAL (AP) BUILDING DESIGN + CONSTRUCTION (BD+C)

MEMBERSHIPS
CONSTRUCTION SPECIFICATIONS INSTITUTE (CSI), NEW YORK METROPOLITAN CHAPTER

ASSOCIATE MEMBER, AMERICAN INSTITUTE OF ARCHITECTS (AIA) NEW YORK CHAPTER

Project Experience

USACE U.S. Military Academy Science Center Renovations - Specifications and LEED Coordinator

Developing the specifications for the renovation of the 220,000-sf interior of the Science Center at the United States Military Academy (USMA) in West Point, NY. The project spans eight floors of classrooms, laboratories, staff, and office space, and involves major renovations and upgrades of all systems, to be installed over a 5-year period. Mr. Sawyer is also coordinating the sustainable design and constructions efforts. The U.S. Army Corps of Engineers (USACE) project is expected to achieve LEED Silver certification.

NJDPMC NJN Building Roof and HVAC Equipment Replacement – Architect & Specifications Manager

Coordinated the architectural work required for the replacement of 33,000 sf of roofing at the New Jersey Network (NJN) Building in Trenton, NJ. The project, for the New Jersey Division of Property Management and Construction (NJDPMC), will replace the built-up roofing system with a new energy efficient roofing system and remove and replace the existing HVAC system components mounted on the roof. The building is being converted from broadcasting studios to office spaces. Mr. Sawyer developed assembly details and wrote specifications for the project.

Google Inc. East Coast Headquarters Renovation - Senior Specifier

Wrote, edited, and coordinated architectural specifications and related documents for a renovation of the 300,000-sf east coast headquarters of Google, Inc., in Manhattan's meatpacking district. The project included an interior office fit-out of the former industrial building.

Yale University Art Gallery Renovation - Resource/Specifications Manager

Developed, produced, and coordinated architectural specifications for the renovation of an 180,000-sf art gallery at Yale University in New Haven, CT. Mr. Sawyer wrote specifications; managed and developed databases of manufacturers' contacts, regulatory standards, product samples, and reference publications; and conducted research for new products.

New York Public Library for the Performing Arts Renovation - Resource/Specifications Manager

Wrote, edited, and coordinated architectural specifications and related documents for a renovation of the 140,000-sf New York Public Library for the Performing Arts on Manhattan's Upper West Side.

Renovation - Resource/Specifications Manager

Wrote, edited, and coordinated architectural specifications and related documents for renovations and a new addition to the 55,000-sf Beaux Arts Court and Entry Pavilion Plaza at the Brooklyn Museum in Brooklyn, NY.

Omnicom Media Group 195 Broadway Building Renovation - Senior Specifier

Wrote, edited, and coordinated architectural specifications and related documents for the renovation of this 29-floor, 200,000-sf landmark building in Manhattan's financial district.

Nejat Babür, PE, LEED®AP

HVAC/MECHANICAL ENGINEERING

Mr. Babür, Vice President and Chief Mechanical Engineer of STV's Buildings and Facilities Division, has more than 20 years of experience in mechanical engineering design. He is highly skilled at overseeing the quality and thoroughness of design and documentation, with particular experience in the engineering of technologically complex projects.

FIRM
STV

EDUCATION
MASTER OF SCIENCE, ENERGY ENGINEERING; UNIVERSITY OF ARIZONA

MASTER OF SCIENCE, MECHANICAL ENGINEERING; MIDDLE EAST TECHNICAL UNIVERSITY

PROFESSIONAL ENGINEER
NEW JERSEY , NEW YORK, AND 12 ADDITIONAL STATES

CERTIFICATIONS
LEED ACCREDITED PROFESSIONAL (AP)

TRAINING
OSHA 10-HOUR SAFETY TRAINING

MEMBERSHIPS
AMERICAN SOCIETY OF HEATING, REFRIGERATING, AND AIR CONDITIONING ENGINEERS (ASHRAE), MEMBER OF TECHNICAL COMMITTEE 9.11, CLEAN SPACES

INTERNATIONAL SOCIETY OF PHARMACEUTICAL ENGINEERS (ISPE)

ENVIRONMENTAL AND ENERGY TASK TEAM

Project Experience

NYCHA Hurricane Sandy CIP Ocean Bay-Bayside - Chief Mechanical Engineer

Conducted an evaluation of the central heating plant and MEP systems at the 24-building Ocean Bay-Bayside Apartments complex in the Far Rockaways neighborhood of Queens, NY, after extensive flood damage from Hurricane Sandy. Seawater flooded the central plant cellar and also damaged equipment at the first floors of all the buildings. Mr. Babür prepared schematic design for three options to replace and possibly relocate the equipment. His mechanical design provided three 600-hp boilers to replace the six 300-hp boilers that previously served the complex. This fast-track project, part of a capital improvement program (CIP), allowed the New York City Housing Authority (NYCHA) to meet its deadline for completing a FEMA emergency funding application.

NJSDA Trenton Central High School Facility Conditions - Quality Reviewer

Performing quality review of all mechanical components for a comprehensive conditions assessment report that includes viable, cost-effective solutions for repair and improvement of the Trenton Central High School in Trenton, NJ, for the New Jersey Schools Development Authority (NJSDA). The team is evaluating the steam, pneumatic control, and ventilation systems, and developing recommendations and conceptual design for improvements and replacements. Mr. Babür is checking and reviewing the recommended designs, which include a new energy-efficient heating system to replace the steam distribution system with distributed steam to the hot water heat exchanger and pumping systems; new state-of-the-art digital control systems; and installation of central air handling units with demand ventilation control.

NJDPMC NJN Building Roof and HVAC Equipment Replacement - Chief Mechanical Engineer

Developing the mechanical and HVAC designs for the replacement of 33,000 sf of roofing at the New Jersey Network (NJN) Building in Trenton, NJ. The project, for the New Jersey Division of Property Management and Construction (NJDPMC), is replacing the built-up roofing system with a new energy efficient roofing system and removing and replacing the existing HVAC system components mounted on the roof. The building is being converted from broadcasting studios to office spaces. Mr. Babür oversaw field investigations to document existing conditions and coordinated among disciplines for the development of an integrated system design. The design includes a common service vestibule to house all piping, controls, and electrical equipment, which allows for easy maintenance and access.

USPS New York Facilities - Mechanical Engineer

Provided on-call mechanical engineering services for renovation of the existing U.S. Postal Service (USPS) distribution centers and local offices. Some of the projects were driven by the energy saving initiatives mandated by Congress. For example, Mr. Babür performed a study for improving chilled water at the Morgan Station in Manhattan. He designed a renovation of the existing chilled water plant to use a variable primary pumping distribution system, which involved retrofitting the chiller controllers to operate with variable flow. Mr. Babür's design also included installation of a new bypass valve with high turn down to operate chillers below minimum flow requirements, and a new tertiary chilled water loop to serve satellite buildings.

James Perise, PE, LEED®AP BD+C

PLUMBING AND FIRE PROTECTION ENGINEERING

Mr. Perise has 15 years of experience in the design and project management of advanced plumbing, fire protection, and mechanical systems for governmental, commercial, educational, residential, and mixed-use facilities. As the Chief Plumbing Engineer for the firm's Buildings and Facilities group, he is responsible for overseeing day-to-day operations involving plumbing and fire protection design. Mr. Perise's expertise covers all aspects of design, code analysis, system selection, life safety systems review, and construction phase services. With his specific interest in energy and resource conservation, Mr. Perise focuses on incorporating sustainability into his designs, which in many cases has helped projects achieve LEED certification.

FIRM
STV

EDUCATION
BACHELOR OF ENGINEERING; STEVENS INSTITUTE OF TECHNOLOGY

PROFESSIONAL ENGINEER
NEW YORK

CERTIFICATIONS
LEED ACCREDITED PROFESSIONAL (AP) BUILDING DESIGN + CONSTRUCTION (BD+C)

MEMBERSHIPS
NEW YORK CITY GREEN CODES TASK FORCE

Project Experience

DPMC – New Jersey State Prison: - Lead Plumbing and Fire Protection Engineer

Leading plumbing and fire protection installations for the approximately 100 year old prison located in Trenton New Jersey. The $6 million dollar DPMC capital improvement project will upgrade the prison to modern plumbing, electrical and life safety standards. Mr. Perise is supervising the engineering team for all water and fire protection services, including installation of sprinkler heads, piping, and other appurtenances.

NYSOGS South Beach Psychiatric Center Emergency Hurricane Sandy Response & Delivery of New Central Services Building - Lead Plumbing and Fire Protection Engineer

Heading plumbing and fire protection installations for the fast-track design-build of a new 47,000-sf Central Services Building at the South Beach Psychiatric Center on Staten Island, NY, for the New York State Office of General Services (NYSOGS). The new $41 million building will house core functions that were impacted by floodwaters during Hurricane Sandy. Mr. Perise is supervising the engineering team for all water and fire protection services, including the installation of sprinkler heads, piping, and other appurtenances.

Amtrak Investigation of Hurricane Sandy Storm Surge and Yard Flooding - Lead Mechanical Engineer

Oversaw mechanical engineering services for an assessment study of damage incurred by the Hurricane Sandy storm surge to Amtrak facilities in the New York metropolitan area. Mr. Perise and the project team developed recommendations that included reconstruction of Substation 41 in Kearny, NJ, at a flood-resistant elevation; installation of flood-resistant hatches and bulkheads at vulnerable ventilation buildings and pump rooms; enhancements to emergency power systems; improvements to the water resistance of pumps as well as power and control systems; and installation of real-time water level detection systems.

NYCHA Hurricane Sandy CIP at Ocean Bay Apartments - Lead Plumbing Engineer

Supervised the plumbing engineering team for a fast-track, multidisciplinary site assessment report, as well as development of due diligence options and schematic design to install new mechanical equipment at the steam plant for the 24-building Ocean Bay-Bayside Apartments complex in Queens, NY. Due to Hurricane Sandy, seawater flooded the central plant cellar and damaged mechanical, electrical, and plumbing equipment on the first floors of all the buildings. Mr. Perise guided the plumbing design assessment of three options for replacing or repairing the equipment and led the design for ancillary equipment, piping, and connections.

USACE USMA Bartlett Hall Science Center - Lead Plumbing and Fire Protection Engineer

Managed plumbing and fire protection systems design for the design-bid-build renovation of the U.S. Military Academy (USMA) Science Center at West Point, NY, for the U.S. Army Corps of Engineers (USACE). The $117 million project involves a major renovation and upgrade of all systems in the 217,300-sf facility.

Fred Tamayo, PE
ELECTRICAL ENGINEERING

Mr. Tamayo, the Chief Electrical Engineer for the Buildings & Facilities Division, has more than 25 years of experience in project management and electrical engineering design. He provides technical leadership and advances electrical design standards across the firm's offices. Mr. Tamayo has directed the design of electrical systems for building infrastructure, campus distribution, master plans, substation design, and the adaptive reuse of existing facilities. He is also experienced in guiding mechanical, electrical, and plumbing (MEP) design for new construction and renovation projects, developing infrastructure studies for complex facilities, and providing design for low- and medium-voltage systems and central utility plants.

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, ELECTRICAL ENGINEERING; RENSSELAER POLYTECHNIC INSTITUTE

PROFESSIONAL ENGINEER
NEW JERSEY AND CALIFORNIA, CONNECTICUT, GEORGIA, MASSACHUSETTS, NEW HAMPSHIRE, NEW YORK, AND WASHINGTON

Project Experience

Con Edison Substation & Generating Plant Storm Hardening Evaluation & Design - Program Manager

Overseeing and directing the substation and generating station teams for the design of hardening measures for Con Edison's Avenue A, Leonard Street, East 36th Street, Seaport, and Trade Center substations as well as the East River South Steam, East River, West 59th Street, East 74th Street, East 60th Street, and Ravenswood A House generating stations in New York City. The design will help protect the distribution system from severe storms similar to Hurricane Sandy, which inflicted $500 million in flood damage and caused widespread service outages for 1.4 million customers. For each station, the firm generated two detailed cost estimates for repairing and/or upgrading architectural, structural, electrical, and fire protection systems. Possible improvements include the raising of existing dike walls, wall reinforcement, increased water pumping ability, the enhancement and/or installation of flood barriers and gasketed doors, and additional sealing of architectural and structural openings around piping/conduit penetrations.

NYCHA Hurricane Sandy CIP Ocean Bay-Bayside - Senior Electrical Engineer

Directed electrical design and QA/QC for a fast-track, multidisciplinary site assessment report, as well as development of due diligence options and schematic design to install new mechanical equipment at the steam plant for the 24-building Ocean Bay-Bayside Apartments complex in Queens, NY. Due to Hurricane Sandy, seawater flooded the central plant cellar and damaged MEP equipment on the first floors of all the buildings. Mr. Tamayo's team assessed three options for relocating the equipment, and prepared one-line diagrams for each option.

NYCT Architectural and Engineering Design for the Repair of 12 Circuit Breaker Houses Severely Damaged by Hurricane Sandy - Lead Electrical Engineer

Leading field surveys to document electrical equipment and identify potential areas of water infiltration for the investigation and design of repair work for 12 circuit breaker houses for the New York City Transit (NYCT) system that were severely damaged by Hurricane Sandy. The 12 facilities, located in Queens, Brooklyn, and the Bronx, NY, house important equipment for the operation of the subway system, including DC breakers, circuit breakers, terminal test boxes, telephone and communications equipment, copper bus ducts, wiring, battery switch boxes, and lighting and heating systems.

NYCT 17 Fan Plants Flood Mitigation, Hurricane Sandy Recovery - Lead Electrical Engineer

Directing the electrical team performing field surveys to document electrical equipment as well as identify potential areas for water infiltration, for flood mitigation and resiliency repairs of 17 fan plants at critical locations in Lower Manhattan, Queens, and Brooklyn, for the New York City Transit (NYCT) system. The electrical distribution equipment sustained significant damage due to flood waters from Hurricane Sandy.

William Weisgarber, Jr.

ENVIRONMENTAL & HAZARDOUS MATERIALS

Mr. Weisgarber has over 10 years experience in environmental management and as an industrial hygienist, including: on site supervision of environmental projects; contract negotiations with subcontractors; liaison with planning consultants; environmental site assessments (asbestos, lead, hazardous materials); laboratory analysis; project monitoring and supervision; indoor air quality/microbial investigations; OSHA compliance monitoring; environmental auditing; and development of detailed design, inspection, and project reports. He has been involved in all aspects of asbestos/lead management, conducting and managing site investigations at locations as large as several million square feet. He also designs abatement specifications, conducts abatement project oversight, monitoring and emergency environmental response. Mr. Weisgarber also conducts compliance audits and site remediation projects through project close-out for residential, public, private and commercial properties. He has performed or assisted in the performance in a large number of indoor air quality investigations and subsequent remedial activities and has designed microbial abatement specifications, and conducted microbial testing and clearance evaluations.

FIRM
USA ENVIRONMENTAL MANAGEMENT, INC.

EDUCATION
BACHELOR OF SCIENCE, RAMAPO COLLEGE, MAHWAH, NJ

CERTIFICATIONS
USEPA AHERA/ASHARA, BUILDING INSPECTOR

USEPA AHERA/ASHARA, PROJECT DESIGNER

NIOSH 582 EQUIVALENCY TRAINED

ASBESTOS ANALYST REGISTRY, NO. 8118

NJ, DEPARTMENT OF HEALTH & SENIOR SERVICES LEAD INSPECTOR/RISK ASSESSOR, NO. 011943

NJ, ASBESTOS SAFETY TECHNICIAN CERTIFICATION, NO. 1059

USEPA HAZWOPER CERTIFICATION

NITON XRF ANALYZER OPERATOR TRAINING

Project Experience

NJ DPMC, Marie Katzenbach Life Safety Upgrades, Trenton,NJ - Project Manager

Coordinated hazardous materials inspection, abatement design, and construction administration for life safety upgrades to nine buildings, including an administration building, five dormitories, and the middle school and high school on the Marie Katzenbach School for the Deaf campus in Trenton, NJ. The $1.5 million New Jersey Division of Property Management and Construction (NJDPMC) project involved upgrades for a fire alarm system which incorporated a fiber-optic network system into the fire alarm system design.

NJ DPMC, Ancora Psychiatric Hospital Life Safety Upgrades - Project Manager, Inspection Lead, and Abatement Designer

Coordinated hazardous materials inspection, abatement design, and construction administration for life safety upgrades to 16 buildings on the campus of this psychiatric hospital in Winslow, NJ. The $17 million New Jersey Division of Property Management and Construction (NJDPMC) project included a complete renovation to Elm Hall to bring it into conformance with Joint Commission on Accreditation of Healthcare Organizations standards, as well as new fire suppression/detection systems for Larch Hall, Cedar Hall, Birch Hall, the main building, and Holly Hall; and new emergency lighting and exit signs for 10 other buildings on the campus.

NJ DPMC, Johnstone Training Center Roof Replacement - Project Manager, Inspection Lead, and Abatement Designer

Managed the hazardous materials inspection, abatement design, and construction administration for the roof replacement of the Valentine Building at the Johnstone Training Center in Bordentown, NJ.

NJ DPMC, Hagerdorn Psychiatric Hospital Chiller Replacement - Project Manager, Inspection Lead, and Abatement Designer

Responsible for the management of the hazardous materials inspection, abatement design, and construction administration for the roof and chiller replacement at this psychiatric facility in Glen Gardner, NJ.

NJ DPMC Special Projects - Project Manager, Inspection Lead and Abatement Designer

Managed the hazardous materials inspection, abatement design, and construction administration for various NJDPMC consultant projects.

John Tomann, CQA

QUALITY ASSURANCE/QUALITY CONTROL

Mr. Tomann has more than 40 years of proven experience in quality assurance/quality control (QA/QC), project management, civil design, and the preparation of specifications and construction contract documents for major facility, infrastructure, rail, and roadway and projects. As STV's corporate QA/QC Director, he oversees the quality functions of the firm and reports directly to the Chief Executive Officer in this capacity. As such, Mr. Tomann is responsible for the review, development, implementation, and monitoring of the firm's quality procedures and for overseeing standards and codes. He manages periodic QA audits and QC technical audits of each of the firm's divisions and oversees the firm's QA/QC training programs. Mr. Tomann's background includes managing the preparation of complex technical specifications in conformance with federal, state, county, local, and public agency standards..

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, AGRICULTURE/ CONSTRUCTION TECHNOLOGY; UNIVERSITY OF WISCONSIN

CERTIFICATIONS
CERTIFIED QUALITY AUDITOR (CQA); AMERICAN SOCIETY FOR QUALITY (ASQ)

NATIONAL HIGHWAY INSTITUTE CERTIFICATE OF TRAINING, SAFETY INSPECTION OF IN-SERVICE BRIDGES

MEMBERSHIPS
AMERICAN SOCIETY FOR QUALITY (ASQ)

Project Experience

NYCSCA Curtis High School Restoration, Preservation, and Rehabilitation - QA Manager

Managed review of the QA procedures for repairs and improvements to the exterior and some of the interior spaces of this landmark high school in Staten Island, NY, for the New York City School Construction Authority (NYCSCA). Mr. Tomann attended QA/QC meetings with the staff. He reviewed specifications, coordinated with subconsultants, reviewed the scope of work, and developed recommendations.

PANYNJ WTC Transportation Hub - Quality Manager

Co-developed a program quality plan for the $3.2 billion World Trade Center (WTC) Transportation Hub in Lower Manhattan, which will reconnect New Jersey's PATH line to New York City and serve as a critical transportation complex. The 2-million-sf intermodal hub will link PATH service, 11 subway lines, the World Financial Center, the National September 11 Memorial & Museum, and One World Trade Center. Underground pedestrian concourses will serve 10 million sf of commercial development in five office towers and more than 400,000 sf of retail development.

NJ TRANSIT Meadows Maintenance Complex Facility Expansion - QA Auditor

Coordinated a technical quality control review team for the $76.3 million expansion of the maintenance complex in Kearny, NJ. Mr. Tomann also performed civil design and specifications review. This project added car and locomotive maintenance facilities, train storage capacity, train washing capability, and material storage capacity to accommodate NJ TRANSIT's growing commuter rail fleet.

NJ TRANSIT Access to the Region's Core Project - QA Manager

Led the development, implementation, and maintenance of an ISO 9001:2008 Quality Management System for a proposed second Hudson River rail tunnel to New York Pennsylvania Station for NJ TRANSIT's Access to the Region's Core (ARC) tunnel project. Mr. Tomann also developed quality plan procedures while training staff and performing QA audits. The tunnel would have consisted of two tubes to be constructed under the Hudson River from New Jersey, with additional tracks along the existing Northeast Corridor line through the Secaucus Transfer Station. This project was canceled during final design.

USACE USMA Thomas Jefferson Hall Library and Learning Center - QC Manager

Responsible for all QA tasks and QC review of all specifications and civil design for a $59 million new library and learning center as well as renovated and expanded science programs, including a photonics research center, on the campus of the U.S. Military Academy (USMA) at West Point, NY,.

Kevin B. Quinn, Jr, AICP

FEDERAL GOVERNMENT GRANTS COORDINATOR

Mr. Quinn has more than 10 years of experience in the areas of federal and state grant management, public policy, strategic planning, transit operations, community planning, and urban and rural transportation planning. In 2012, Mr. Quinn began managing the Planning practice for STV's Mid-Atlantic office, which includes a multidisciplinary planning team who work across several planning, policy, and real estate contracts for a variety of agencies and organizations.

FIRM
STV

EDUCATION
MASTER OF ARTS, PUBLIC POLICY; JOHNS HOPKINS UNIVERSITY, INSTITUTE FOR POLICY STUDIES

BACHELOR OF ARTS, POLITICAL SCIENCE; GOUCHER COLLEGE

CERTIFICATIONS
CERTIFIED PLANNER; AMERICAN INSTITUTE OF CERTIFIED PLANNERS (AICP), AMERICAN PLANNING ASSOCIATION

UNIVERSITY OF MARYLAND SMART GROWTH LEADERSHIP PROGRAM, CERTIFICATE

MEMBERSHIPS
AMERICAN PLANNING ASSOCIATION, NATIONAL AND MARYLAND CHAPTERS

Project Experience

NYCT FTA Hurricane Sandy Competitive Resiliency Program Grant Writing - Project Manager

Providing comprehensive grant writing assistance to New York City Transit (NYCT) for their applications for the FTA Hurricane Sandy Competitive Resiliency Program Grant. Mr. Quinn is coordinating across multiple internal and external project teams for dozens of projects under this application. Additionally, he is providing on-site support to NYC Transit staff to package projects under the grant to present strong, competitive applications reflective of the agency's goals and priorities.

MTA ARRA Grant Management Assistance - Project Manager

Providing management and reporting assistance for capital project awards of more than $150 million in ARRA grants for the Maryland Transit Administration (MTA) Office of Planning and Capital Programming. Mr. Quinn oversees the tracking and reporting of ARRA-funded projects and the jobs created or maintained as a result of economic stimulus funds. He supports the MTA in addressing inquires on ARRA funding and projects from various sources, including governmental departments, state agencies, and the media. He also assists with completing a variety of complex reports, including the Office of Management and Budget (OMB) Section 1512c quarterly reports, Transportation and Infrastructure Congressional Committee ARRA reports, and Maryland Department of Transportation monthly reports.

BWI MARC Station HSIPR Application - Project Manager

Assisted the MTA in the preparation of a Federal Railroad Administration (FRA) High-Speed Intercity Passenger Rail (HSIPR) grant application requesting Preliminary Engineering (PE) and National Environmental Policy Act (NEPA) documentation funds for a new MARC Station at Baltimore-Washington International (BWI) Thurgood Marshall Airport, and nine miles of a fourth track along the Northeast corridor. Mr. Quinn coordinated the MTA's federal grant package for HSIPR funds for a project involving the construction of platforms and pedestrian access to allow boarding on all three tracks at BWI. In concert with MTA staff, he gathered information from engineers, architects, and planners to develop a complete grant application. He also prepared a separate HSIPR grant application for PE/NEPA funding for the construction of this project. This project was awarded $9.4 million in February 2010. (7/09 - 2/10)

Westport Waterfront TIGER Grant Application - Assistant Project Manager

Assisted the Baltimore City Department of Transportation in the preparation of a $35.5 million Transportation Investment Generating Economic Recovery (TIGER) grant for a transportation infrastructure improvement program in the Westport Waterfront area, a site along the Middle Branch of the Patapsco River near downtown Baltimore. Mr. Quinn and STV staff collaborated with City leadership to create a strong application for TIGER grant funding that emphasizes short- and long-term job creation, improvement of the multi-modal transportation system, increased levels of public safety, complex public-private partnerships and funding mechanisms, and environmentally transformative redevelopment within an Economically Distressed Area.

Carl Mest
COST CONTROL

Mr. Mest has more than 25 years of experience preparing cost estimates for government, industrial, military, transportation, and commercial projects. Mr. Mest has experience with the USACE M-CACES Gold cost estimating system, BSD Cost Links/M-CACES for Windows, and BSD Cost Links/CM. He is also using his in-depth knowledge of Timberline software to implement a corporate-wide, virtual desktop network within STV for Timberline training and serving as the systems administrator.

FIRM
STV

EDUCATION
COURSEWORK, COMPUTER STUDIES; PENNSYLVANIA BUSINESS INSTITUTE

COURSEWORK, COST ESTIMATING AND MECHANICAL ENGINEERING; PENNSYLVANIA STATE UNIVERSITY

H.S. DIPLOMA; POTTS GROVE HIGH SCHOOL

TRAINING
COST LINK/CM (COE'S M32); BUILDING SYSTEMS DESIGN

COST LINK/M-CACES FOR WINDOWS; BUILDING SYSTEMS DESIGN

M-CACES GOLD EDITION; BUILDING SYSTEMS DESIGN

MEMBERSHIPS
AMERICAN ASSOCIATION OF COST ENGINEERS

TIMBERLINE USERS GROUP (TUG)

Project Experience

NJDPMC Old Barracks Museum - Cost Estimator

Completed cost estimates for the condition assessment of the historic 15,080-sf museum in Trenton, NJ, for the New Jersey Division of Property Management & Construction (NJDPMC). Built in 1758, the 2-story museum is a specimen of colonial barracks in the United States. STV performed a comprehensive site and museum investigation/condition assessment, evaluated code compliance, reviewed life safety issues, assessed utility infrastructure, and made recommendations.

NJDPMC Ancora Psychiatric Hospital Renovations - Cost Estimator

Prepared cost estimates for the renovation of Elm Hall, a $17 million, 2-story, 56,854-sf building in Ancora, NJ, for the New Jersey Division of Property Management & Construction (NJDPMC). Mr. Mest developed estimates that encompassed the conversion of dormitories to bedrooms, installation of air conditioning and ventilation systems, roof repairs and replacement, fire detection system, fire suppression system, emergency lighting system, illuminated exit signs, removal of hazardous materials, and restoration of finishes.

NJBA/NJDPMC Woodbridge Developmental Center - Cost Estimator

Furnished cost estimates for the design and construction management to retrofit automatic sprinkler systems at 19 buildings and fire alarm upgrades in 25 buildings of the Woodbridge Developmental Center in New Jersey for the New Jersey Builders Association (NJBA) and the New Jersey Division of Property Management & Construction (NJDPMC).

NJBA/NJDPMC Three Developmental Centers for Disabled Children and Adults - Cost Estimator

Developed cost estimates for four sites as part of project management of the design, scheduling, and construction management to upgrade the fire and life safety systems in 58 buildings spread over three developmental centers throughout the state for the New Jersey Builders Association (NJBA) and the New Jersey Division of Property Management & Construction (NJDPMC).

NJBA/NJDPMC Trenton Psychiatric Hospital Water Distribution System Upgrades and New Fire Suppression Systems - Cost Estimator

Performed cost estimating to replace the existing fire protection and domestic water distribution system in Trenton, NJ, for the New Jersey Builders Association (NJBA) and the New Jersey Division of Property Management & Construction (NJDPMC). The project included new fire suppression systems in 5 residential buildings and 12 transitional living units at the facility.

NJBA/NJDPMC Vineland Developmental Center Fire Protection Retrofit - Cost Estimator

Delivered cost estimates for project management for the design, scheduling, and construction management for the $1.6 million retrofit of automatic sprinkler systems and modification of fire detection and alarm systems at 13 buildings on the two campuses of the Vineland Developmental Center in New Jersey.

Robert Quickel, PSP, EVP

SCHEDULER

Mr. Quickel has more than 15 years of experience developing, implementing, and maintaining complex schedules and project controls for significant facility, infrastructure, and transportation projects. He is adept at creating and maintaining cost-loaded and resource-loaded design and construction schedules, reviewing contractors' baseline schedules and schedule updates, and coordinating closely with design and construction management (CM) groups to create and maintain schedule analysis reports. Mr. Quickel has updated schedules based on firsthand knowledge of the construction progress gained from on-site visits.

FIRM
STV

EDUCATION
BACHELOR OF ARTS, PSYCHOLOGY; UNIVERSITY OF CALIFORNIA, SAN DIEGO

TRAINING/ CERTIFICATIONS
EARNED VALUE PROFESSIONAL (EVP); ASSOCIATION FOR THE ADVANCEMENT OF COST ENGINEERING (AACE) INTERNATIONAL

PLANNING AND SCHEDULING PROFESSIONAL (PSP); AACE INTERNATIONAL

PRIMAVERA FOR ENGINEERING AND CONSTRUCTION (P3 E/C) TRAINING PROGRAM; ETRAC SOLUTIONS

OSHA 30-HOUR SAFETY TRAINING

Project Experience

NJ TRANSIT Hoboken Terminal and Yard Complex Rehabilitation and Redevelopment - Scheduler

Provided construction schedules using Primavera Project Planner for the renovation and redevelopment of the historic Hoboken Terminal and Yard Complex on the New Jersey waterfront. The complex consists of the Hoboken Terminal building, railroad and ferry terminals, and a Bush train shed and storage yard, as well as support facilities. The complex serves as the terminal station for six commuter rail lines. Mr. Quickel developed the preconstruction schedule for the rehabilitation and redevelopment of the wheel truing facility.

NJDPMC Ancora Psychiatric Hospital - Scheduler

Developed the cost-loaded construction schedule for the complete renovation of Elm Hall as part of New Jersey Department of Property Management and Construction (NJDPMC) renovations to the Ancora, NJ, campus to bring it into conformance with Joint Commission on Accreditation of Healthcare Organizations standards. Mr. Quickel also provided scheduling for sprinkler, fire alarm, and emergency lighting upgrades at other buildings on the campus. All facilities were occupied during construction, requiring complex phasing.

NJDPMC Trenton Psychiatric Hospital - Scheduler

Provided and maintained construction schedules for the New Jersey Department of Property Management and Construction (NJDPMC) retrofit of automatic sprinkler systems and upgrade of fire alarm systems at Trenton Psychiatric Hospital. Several challenges were met by the implementation of a construction strategy that addressed restricted swing space availability, the presence of asbestos and lead paint in selected areas, and the need to complete design and award the construction contract on a fast-track schedule while adhering to budget constraints.

DASNY Hunter College Roosevelt House Renovation CM - Scheduler

Developed the construction schedule for the $23.4 million Dormitory Authority of the State of New York (DASNY) conversion of the Sara Delano Roosevelt Memorial House in Manhattan into a new conference center for Hunter College. The project consisted of the complete rehabilitation of the twin 6-story brownstone landmark building, which had once been the residence of Franklin Delano Roosevelt's family.

NYCDCAS City Hall Governor's Room HVAC Upgrades Phase I - Scheduler

Maintained and developed construction for the $1.1 million installation of the HVAC climate control system in the historic Governor's Room within New York's City Hall, as part of a construction management (CM)/ build requirements task-order contract with the New York City Department of Citywide Administrative Services (NYCDCAS). The room houses 18th and 19th century artwork and furnishings, including George Washington's desk. The room is used for receptions and serves as a museum within City Hall. Mr. Quickel managed the HVAC and electrical contracts as well as the general construction contract, which included cutting, patching, and restoring finishes to accommodate the installation of the new climate control system.

Timothy Mason

CONSTRUCTABILITY REVIEW

Mr. Mason, head of the Central Region of STV's Construction Management Division, brings 25 years of experience in architectural design and construction management services for a wide range of facilities. He provides skills in architectural and interior design, master planning, construction management, and project and program management for municipal, educational, commercial, transportation, and laboratory facilities. Mr. Mason manages staff resources, quality control, document control, policy and procedure development, schedules, and cost oversight, and also interfaces with clients and end-users.

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, ARCHITECTURE; HAMPTON UNIVERSITY

TRAINING/ CERTIFICATIONS
CONTRACTOR BUSINESS LICENSE: VA

CONTRACTOR COMMERCIAL LICENSE: LA

OSHA 29 SAFETY - CFR 1926

OSHA 10-HOUR SAFETY

MEMBERSHIPS
AMERICAN INSTITUTE OF ARCHITECTS (AIA)

PROJECT MANAGEMENT INSTITUTE (PMI)

NATIONAL ORGANIZATION OF MINORITY ARCHITECTS

CONSTRUCTION SPECIFICATIONS INSTITUTE

CONSTRUCTION MANAGEMENT ASSOCIATION OF AMERICA (CMAA)

WHO'S WHO; NATIONAL HISTORICAL SOCIETY

Project Experience

NJSCC Region 10 School Construction Program - Construction Deputy

Supervised project management and construction management staff and resources for a $320 million school construction program for Region 10 of the New Jersey School Construction Corporation (NJSCC). Mr. Mason managed client relations, staff resources and allocation, quality control, training, cost controls, and negotiation of change orders. Projects included renovations to the 1,200-student North High School and 1,200-student South High School in Vineland, NJ, as well as additions and renovations to schools in Bridgeton, Millville, Buena, Gloucester City, and Fairfield, NJ. He monitored the coordination between the different locations of the facilities. At any time during this process, 10 or more school facilities in multiple locations were under construction and affecting over 3,000 students. Mr. Mason's team maintained safe school operations and educational programs throughout the construction period. Under his leadership, no school days were lost due to construction and all projects were completed in a timely fashion.

Clayton Public School District Clayton School District Renovations - Principle-in-Charge

Oversaw a $20 million public school project for the Clayton Public School District in Clayton, NJ, throughout the design, bidding, construction, and post-construction process. The project included a 30,000-sf high school addition; a parking plaza; new dedicated entrances; and upgraded utilities. Work at the Herma S. Simmons Elementary School included replacement of the 80,000-sf roof; installation of an emergency generator, HVAC rooftop units, and a chiller; and repairs to the exterior insulated finishing system. The project was completed within budget and with minimal change orders.

DRPA One Port Center Structural Retrofit - Principal-in-Charge

Oversaw the construction management team structurally retrofitting of One Port Center, the Delaware River Port Authority (DRPA)'s headquarters, in Camden, NJ. The 11-story building, constructed in 1995, is occupied by 270 employees of various agencies. The occupants had complained of building vibrations, especially on a windy day, because of structural deficiencies. To alleviate the problems, Mr. Mason's team managed the installation of cross braces on the second through ninth floors, strengthening of the braces and footings throughout the building, and the addition of four pin piles to support additional loading on the fittings.

DRES Emergency Service Restoration and Roof Replacements - Principal-in-Charge

Supervising on-site construction operations for the restoration of the emergency power system and roof replacements to several buildings at the D.C. General Health Campus in Washington, D.C. The scope of the project, for the District of Columbia Department of Real Estate Services (DRES), includes the restoration of emergency power by demolishing the old system, installing a new generator, and replacing several roofs at Buildings 2, 3, and 29. Mr. Mason is working with DRES project management, preparing pre-construction constructability reviews, and providing document control. In addition, he is verifying the accuracy and completeness of as-built drawings and coordinating technical inspection and testing.

Robert Barbera

EQUIPMENT PRE-PURCHASE, PHASING & CONSTRUCTION ADMINISTRATION

Mr. Barbera has more than 25 years of experience in the construction industry. He has a strong institutional background, with a concentration on project controls, estimating, and preconstruction services, including design review, constructability review, and risk management for a variety of facilities. Mr. Barbera has ultimate responsibility for oversight of construction staff in the execution of work and management of everyday risk issues associated with operations.

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, MECHANICAL ENGINEERING; STATE UNIVERSITY OF NEW YORK AT BUFFALO

Project Experience

NYSOGS South Beach Psychiatric Center Emergency Response & Delivery of New Central Services Building - Principal-in-Charge

Overseeing the design-build and construction management of a new 47,000-sf Central Services Building at the South Beach Psychiatric Center in Staten Island, NY, for the New York State Office of General Services (NYSOGS). The $41 million facility will replace core functions that were in the basement of the existing Building 8/9 - including the kitchen, maintenance and warehouse facilities, the central generator, boilers, air handling systems, chillers, and main loading dock - which were affected by floodwaters from Hurricane Sandy. With an eye toward future storm events, the buildings will be raised some 20 feet above mean sea level and will be on piles.

NYCHA Hurricane Sandy Program Management - Principal-in-Charge

Monitoring a 10-person program management team performing as an extension to NYCHA's Capital Projects Division (CPD), for the recovery of NYCHA facilities that suffered from flooding, sand and saltwater infiltration, and wind damage due to Hurricane Sandy. The firm's work for the capital improvement program that could exceed $1 billion is focused on the 35 developments and maintenance facility in Brooklyn, Queens, and Manhattan that suffered moderate to severe damage, predominantly to their mechanical and electrical systems. An additional 180 developments are slated for roofing, façade, and other site restoration work. Mr. Barbera is holding overall responsibility for the team, which is working within HUD's public housing procurement regulations to oversee design, secure and manage construction managers and contractors, and perform a methodical, coordinated recovery effort.

Bloomfield College Liberty Street Residence Hall - Principal-in-Charge

Oversaw preconstruction and construction management services for the conversion of an existing 4-story, 1920s era apartment building into student housing for Bloomfield College in Essex County, NJ. The addition included a new lobby and two fire stair towers. Renovations included exterior upgrades, including a new roof, windows, masonry restoration and exterior insulated finish systems (EIFS) on the east, west, and rear facades. The interior renovation involved converting the apartments into resident suites with new bathrooms, bedrooms, study dens and amenities.

DASNY City Tech CM Task Order - Principal-in-Charge

Facilitating an extended task-order contract with the Dormitory Authority of the State of New York (DASNY) to perform construction management (CM) services for tasks to upgrade portions of New York City College of Technology (City Tech) campus buildings. Projects include exterior and interior renovations to Namm Hall, specifically the replacement of the exterior stone veneer of the building and installation of a state-of-the-art kitchen to serve the culinary arts program. Other tasks have included construction of a testing center, which required demolition and installation of new HVAC, electrical, plumbing and toilet facilities; repair of an exterior wall with windows, including all new block work; and upgrade of eight elevators.

Sterling McClure, RCDD

TELECOMMUNICATIONS DESIGNER

Mr. McClure is telecommunications and electronics specialist with more than 30 years of experience in the design and integration of communications, data, and security systems. He has managed the design and installation of complete telecommunication (telecom) systems, including video, voice data, audio/visual, and security systems for a variety of government, educational, military, industrial, transportation, justice, and healthcare facilities. Mr. McClure has experience designing systems in both inside plants (ISP) and outside plants (OSP), and is highly skilled at coordinating system designs with other engineering disciplines and architects. He has also determined wide area network (WAN) and local area network (LAN) hardware and infrastructure requirements.

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, BUSINESS MARKETING; TEMPLE UNIVERSITY

TELECOMMUNICATIONS COURSEWORK; UNITED STATES AIR FORCE COMMUNITY COLLEGE (

REGISTRATION
REGISTERED COMMUNICATIONS DISTRIBUTION DESIGNER (RCDD); BICSI

TRAINING/ CERTIFICATIONS
PDS STRUCTURED COMMUNICATION SYSTEM CERTIFIED; AT&T

CERTIFICATION PROGRAM/BUSINESS SOFTWARE; COMPUTER RESOURCES AND TRAINING, INC.

TELECOMMUNICATIONS INFRASTRUCTURE CERTIFICATION; OFFICE OF INFRASTRUCTURE PREPAREDNESS

Project Experience

NJDPMC New Jersey State Emergency Operations Center - Senior Telecommunications Designer

Designed and provided installation management of voice, data, and video network cable infrastructure serving State of New Jersey Emergency Operations Center (EOC) in Trenton, NJ. This project consisted of Cat 6 horizontal distribution for voice and data. Video horizontal distribution consisted of RG6 coaxial cable. Backbone cable tying the main telecom equipment room to intermediate telecom closets consists of single-mode and multi-mode fiber-optic cable, P3.500 coaxial cable, and unshielded twisted pair (UTP) multi-pair copper. An underground fiber-optic and UTP copper campus backbone extends redundant links from the EOC main equipment room to the campus primary data center and the campus secondary data center. The campus backbone consists of single-mode and multi-mode fiber-optic cable, P3.500 coaxial cable, and large count multi-pair copper. The project includes diverse PSTN service provider demarcation trunking. The highlight of this project is a 125-plus person group area. Each of the 125 positions has an individual telecom outlet providing full-service voice and data connectivity.

NJDPMC New Jersey State Police Technology Complex - Senior Telecommunications Designer

Designed and provided installation management of voice, data, and video network cable infrastructure serving the 40,000-sf New Jersey State Police (NJSP) Technology Complex, which includes FBI laboratories and office spaces, in Hamilton, NJ. Mr. McClure was responsible for telecom equipment and cabling within the facility, and also for the OPS. The project consisted of Cat 6 horizontal distribution for voice and data. Video horizontal distribution comprised RG6 coaxial cable. Backbone cable tying the main telecom equipment room to each wing's intermediate telecom closet consists of single-mode and multimode fiber-optic cable, P3.500 coaxial cable, and large count multi-pair copper. An underground campus backbone link extends from the main equipment room at the Technology Complex to the neighboring NJSP Troop C Headquarters.

NJDPMC New Jersey State Police Troop C Headquarters - Senior Telecommunications Designer

Designed and provided installation management of voice, data, and video network cable infrastructure serving the Hamilton Headquarters, which serves Troop C of the New Jersey State Police (NJSP). The 78,000-sf facility in Hamilton, NJ, includes a substation and Statewide Communications Center. Mr. McClure was responsible for telecommunications design for a call center with more than 30 work stations and underground inter-building communication links that serve the technology and on-site 21-lane indoor firing range. The Statewide Communications Center is responsible for police dispatching for NJSP Troop C and the Burlington and Point Pleasant State Police marine stations. The New Jersey Department of Transportation and the New Jersey Department of Environmental Protection also conduct dispatching duties from this facility.

Gary Legregni

ELEVATOR EVALUATION/RECOMMENDATIONS

Mr. Legregni is experienced in elevator evaluations and maintenance. An experienced associate with Van-Deusen Associates (VDA), he supports their comprehensive design and engineering services for elevators, escalators, moving walks, dumbwaiters, and lift systems in new and existing structures. VDA performs evaluations of existing vertical transportation system performance along with periodic quality control evaluation of elevators. Mr. Legregni serves as project manager for VDA on selected major contracts in New Jersey. He provides equipment and maintenance quality control evaluations, writes equipment and maintenance specifications for new and existing vertical transportation equipment, and provides services during the construction administration phase. Prior to joining VDA, Mr. Legregni worked for 12 years as Repair Service Supervisor for Fujitec North America, another leader in the manufacture, installation, modernization, and service of vertical transportation systems. His responsibilities included overseeing 31 journeymen and apprentices, management and scheduling of repair teams, leading monthly safety meetings, overall management of the modernization department, as well as managing some of Fujitec's largest accounts such as Newark & JFK Airport and the New Meadowlands Stadium.

FIRM
VANDEUSEN ASSOCIATES (VDA)

EDUCATION
COUNTY COLLEGE OF MORRIS, RANDOLPH, NEW JERSEY

TRAINING/ CERTIFICATIONS
LOCAL ONE ELEVATORS CONSTRUCTORS SCHOOL

OSHA 510 – OCCUPATIONAL SAFETY AND HEALTH STANDARDS FOR CONSTRUCTION/OSHA CONSTRUCTION SAFETY COURSE (30 HOURS)

Project Experience

County of Morris Court House , Morristown, NJ

VDA is currently providing consulting services for the modernization of an overhead traction elevator within the historic Morris County Courthouse. This traditional seat of Morris County government and jurisprudence, was constructed in 1827. It is listed on the National and New Jersey Registers of Historic Places.

55 Monroe Place, Bloomfield, NJ

VDA is currently providing vertical transportation consulting services for the modernization of a passenger elevator at 55 Monroe Place in Bloomfield, New Jersey.

2 Riverfront Plaza, Newark, NJ

VDA provided vertical transportation consulting services for a new 14-story headquarters for Panasonic North America. Located in the heart of Newark Business Center, Two Riverfront Plaza is connected via an elevator walkway to Newark Penn Station where Amtrak and NJ Rail transportation is available.

75 Morton Street, New York, NY

VDA provided vertical transportation consulting services for the modernization of two passenger elevators and the installation of one new elevator at 75 Morton Street, New York, NY.

498 West End Avenue, New York, NY

VDA is currently providing vertical transportation consulting services for the modernization of two elevators at 498 West End Avenue, New York, NY.

2040 Market Street, Philadelphia, PA

VDA performed a Due Diligence survey and evaluation of four elevators at 2040 Market Street, Philadelphia, PA.

Shaji Augustine
COST ESTIMATING

Mr. Augustine brings 20 years of experience in a variety of estimating capacities. He has extensive experience providing cost estimates for all types of HVAC installations and provides the management leadership for the VJ Associates NJ office. To assure that estimates reflect the client's requirements, Mr. Augustine maintains a constant dialogue with the client throughout the design development process and regularly attends design meetings to coordinate and discuss any changes in the scope of work. Prior to joining our firm, Mr. Augustine was the Operations Manager of an electro-cooling facility in the United Arab Emirates where he was responsible for coordinating and monitoring a team of project managers and engineers in the operations of various air conditioning installation and maintenance projects handled by the company.

FIRM
VJ ASSOCIATES

EDUCATION
BACHELOR OF TECHNOLOGY IN MECHANICAL ENGINEERING, TKM COLLEGE OF ENGINEERING OF KERALA UNIVERSITY, INDIA

TRAINING/ CERTIFICATIONS
NEW JERSEY LEAD SUPERVISOR COMMERCIAL BUILDINGS AND SUPERSTRUCTURES, PLANNER/ PROJECT DESIGNER

Project Experience

NJ Transit Hoboken Ferry Terminal Phase III, Hoboken, NJ - Senior Mechanical Estimator
Providing cost estimating services for NJ TRANSIT's rehabilitation and redevelopment of the Hoboken Terminal and Yard Complex, in Hoboken, NJ. The complex went through three phases of renovations, including the restoration of the complex's main waiting room and terminal complex; the upgrade of Yard B; and the construction of new rail and ferry boat facilities.

NJ DPMC New Jersey Network Building Roof and HVAC Replacement – Trenton, NJ
Providing cost estimating services for this project involving the removal of approximately 33,600 square feet of a built-up roofing system that is installed on New Jersey Network (NJN) Building and replacing it with a new energy efficient roofing system and removal and replacement of the existing HVAC system components mounted on the roof.

NJ DPMC Eatontown Motor Vehicle Commission Facility Renovation – Eatontown, NJ
Providing cost estimating services for this project involving the renovation of the interior and exterior of the Eatontown Agency Services building. Exterior work includes siding, roof, and barrier free access. Interior work includes furnishings, finishes, HVAC equipment and controls, toilet fixtures and barrier free access. The project also includes construction of a new Road Test Field House and demolition of the existing Road Test Field House.

NJDPMC Motor Vehicle Commission (MVC) Facilities, various locations in NJ - Senior Mechanical Estimator
Provided cost estimating services for the design and construction administration services for a prototypical 7,000-sf Motor Vehicle Agency building utilizing a preliminary floor plan provided by the Motor Vehicle Commission (MVC). The MVC prototype was adapted to sites located in Flemington, Freehold, East Brunswick, and Randolph, NJ.

Lavallette Municipal Building (Disaster Recovery), Lavallette, N
Provided cost estimating services for disaster recovery. The significant damage sustained by the Lavallette Police Building and the Lavallette Municipal Building as a result of Super Storm Sandy necessitated their demolition and the construction of a new Lavallette Municipal Complex.

Ronald Horton, PE

CIVIL ENGINEERING

Mr. Horton has over 20 years of progressive civil engineering experience including design and construction management services of municipal infrastructure, utility, and roadway improvements. Mr. Horton has just finished a two year assignment with the Federal Government – Economic Development Administration in the Philadelphia office as the ARRA Project Manager. His experience includes construction management, plan and project manual reviews and preparation of bidding documents, grant administration, preparing technical specifications and reports; calculations and design for environmental, site, civil sanitary, and water and wastewater treatment facilities; and regulatory agency coordination. He has extensive knowledge of engineering planning, state & federal regulations, funding sources, and affordable technologies.

FIRM
BANC3

EDUCATION
BACHELOR OF SCIENCE IN CIVIL ENGINEERING
WORCESTER POLYTECHNIC INSTITUTE

PROFESSIONAL ENGINEER
NEW JERSEY, PENNSYLVANIA, MARYLAND, AND MAINE

Project Experience

Design Development Reviews, Hamilton Township NJ - Civil Engineer

Mr. Horton is providing professional stormwater and environmental engineering reviews for various Township development projects. He reviews the Stormwater Management Reports, Preliminary and Final Site Plans, and Stormwater Management Checklists for compliance with the Township's development ordinances and with the Phase II Stormwater Regulations for municipalities. He also analyzes and measures the data in the stormwater reports and the designs shown in the plans and makes review comments addressing concerns relating to runoff quantity, water quality, groundwater recharge, and operation and maintenance of stormwater facilities.

Sand Springs Golf Community, Butler Township, Luzerne County, PA - Civil Engineer

Mr. Horton supervised the preparation of land development plans and related reports in obtaining approval with local and state authorities for the "Final Plans" for "Phases 3" through "Phase 6" of the 751-acre Sand Springs Golf Community development. Each Phase included the creation of plans showing roadway alignment, grading, sewer improvements, stormwater management, and erosion and sediment control plans.

Zoning, Subdivision, and Land Development Ordinance Modifications, Borough of Parkesburg, PA - Civil Engineer

Mr. Horton performed engineering technical review of ordinances and recommended modifications to this Pennsylvania municipality to reduce the risk of potential conflicts and need for unnecessary waivers and variances. The zoning ordinance review focused on general provisions, parking and loading, and signs and traffic impact study standards. The subdivision and land development ordinance review focused on development design standards for lot design, street systems, street right-of-way widths, street design, street construction, and curb and sidewalk requirements.

Department of Commerce Economic Development Administration, Philadelphia Regional Office, PA - Civil Engineer

Mr. Horton served as the project Engineer for 11 American Recovery & Reinvestment Act (ARRA) funded construction projects totaling over $33M in the EDA share of Construction Grant Awards. He ensured that all grant recipients complied with their award terms and conditions. Projects included LEED-certified business incubator buildings; industrial parks; and water supply, distribution, and treatment plants. He reviewed bidding documents, plans, and specifications; processed weekly and quarterly reports, change orders, and pay requests; and accessed and took appropriate actions to ensure compliance with EDA and ARRA Grant Awards.

Albert Thompson, PE

STRUCTURAL ENGINEERING

Mr. Thompson is a senior structural engineer and project manager with more than 40 years of experience in all facets of structural design and supervision. His background includes field inspection, preliminary and final design, specifications, budgeting, contract negotiations, project management, and supervisory activities.

FIRM
STV

EDUCATION
BACHELOR OF SCIENCE, CIVIL ENGINEERING; MANHATTAN COLLEGE

PROFESSIONAL ENGINEER
NEW YORK

MEMBERSHIPS
AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC)

Project Experience

NYCDOB Hurricane Sandy Emergency Structural Inspections - Project Manager

Led structural engineers in the performance of emergency inspections of a wide range of residential and commercial properties citywide for the New York City Department of Buildings (NYCDOB) beginning just days after Hurricane Sandy devastated the New York metropolitan area. Mr. Thompson coordinated the fast-track inspection of hundreds of structures, with STV structural engineers working closely with NYCDOB staff in a dozen teams of three members each. The teams used established criteria and Applied Technology Council methodology to determine whether a facility or property was safe, restricted, or unsafe. Mr. Thompson also managed the preparation of a report and presentation detailing the firm's observations about how building materials were impacted by the storm damage, which consisted of both high wind and flooding. The compiled information was reviewed by the NYCDOB for use in future city planning efforts.

NJDPMC New Jersey State House Parking Garage Flood Damage Study - Assistant Chief Structural Engineer

Supervised the inspection of a parking garage for employees and visitors of the statehouse in Trenton, NJ. Mr. Thompson oversaw the structural inspection, which resulted in the identification of concrete cracks and spalls, and the generation of a report for the client.

NJ TRANSIT Morristown Station Roof Rehabilitation - Senior Structural Engineer

Supervised the structural field and evaluation efforts for two stationhouses, an underpass, and a platform canopy as part of an NJ TRANSIT investigation of existing conditions to identify repairs necessary to the exterior envelope of this historic train station in Morristown, NJ. Mr. Thompson was responsible for a site assessment and report and remedial design documents.

NYCHA Hurricane Sandy Program Management - Lead Structural Engineer

Leading the structural effort for peer reviews of several design firms that were retained by the New York City Housing Authority (NYCHA) to design remedial work packages at 13 sites impacted by Hurricane Sandy. The storm affected approximately 800,000 residents in more than 400 NYCHA buildings, causing both short- and long-term damages.

USACE West Point Museum Rehabilitation and Renovation - Lead Structural Engineer

Performed a condition assessment to determine the structural stability of the West Point Museum's 25-foot-tall central tower for the $7 million rehabilitation of the facility at the U.S. Military Academy in West Point, NY. Mr. Thompson documented conditions that warranted structural rehabilitation and prepared design plans to address remediation required to restore the tower's structural integrity.

NJDPMC Five Motor Vehicle Agency Facilities - Senior Structural Engineer

Provided oversight for the structural design of a prototypical 7,000-sf Motor Vehicle Agency building utilizing a preliminary floor plan provided by the Motor Vehicle Commission (MVC). Mr. Thompson reviewed design documents, conducted site visits/studies of the construction, and suggested revisions to enhance the design.

RELEVANT TEAM EXPERIENCE

DPMC

Hoboken Terminal Complex Rehabilitation & Redevelopment

Hoboken, NJ

As project manager, STV oversaw the development and implementation of a master plan for the rehabilitation of the Hoboken Terminal and Yard Complex, while leading the mechanical, electrical, plumbing, rail, and industrial components of the project.

FIRMS:
STV
VJ ASSOCIATES
JABLONSKI BUILDING CONSERVATION

OWNER:
NEW JERSEY TRANSIT
NEWARK, NJ

COMPLETION DATE:
2011

ROLE:
STV: PRIME

JABLONSKI BUILDING CONSERVATION: HISTORIC PRESERVATION CONSULTANT

VJ ASSOCIATES: COST ESTIMATING

For more than 15 years, STV served as project manager overseeing the development and implementation of a master plan for the rehabilitation and redevelopment of the Hoboken Terminal and Yard Complex, **while leading the mechanical, electrical, plumbing,** rail, and industrial components of the project. The sprawling transportation hub in Hoboken, NJ, received a $120 million restoration to enhance its service capabilities. NJ TRANSIT used the master plan as a guide for upgrading operations and facilities at this complex, as well as for identifying future development opportunities there. STV regularly submitted master plan updates to the Federal Transit Administration and New Jersey State Historic Preservation Office (NJSHPO) for their review and concurrence.

The first phase of redevelopment saw restoration of the main waiting room; rehabilitation of Yard B; and construction of a new wheel truing facility and a high-pressure steam boiler plant, including two, dual-fuel, 350-hp scotch-marine-firetube type, 150-psig steam boilers, a de-aerator; and blowdown systems.

The second phase included construction of a replica of the terminal's historic clock tower and rehabilitation of the terminal concourse and five of the ferry slips, structural and roof repairs, and relighting of the Erie Lackawanna sign. The final phase of restoration entailed returning ferry service to the slips after a hiatus of more than 40 years, completing the terminal rehabilitation, and constructing a ferry boat storage facility.

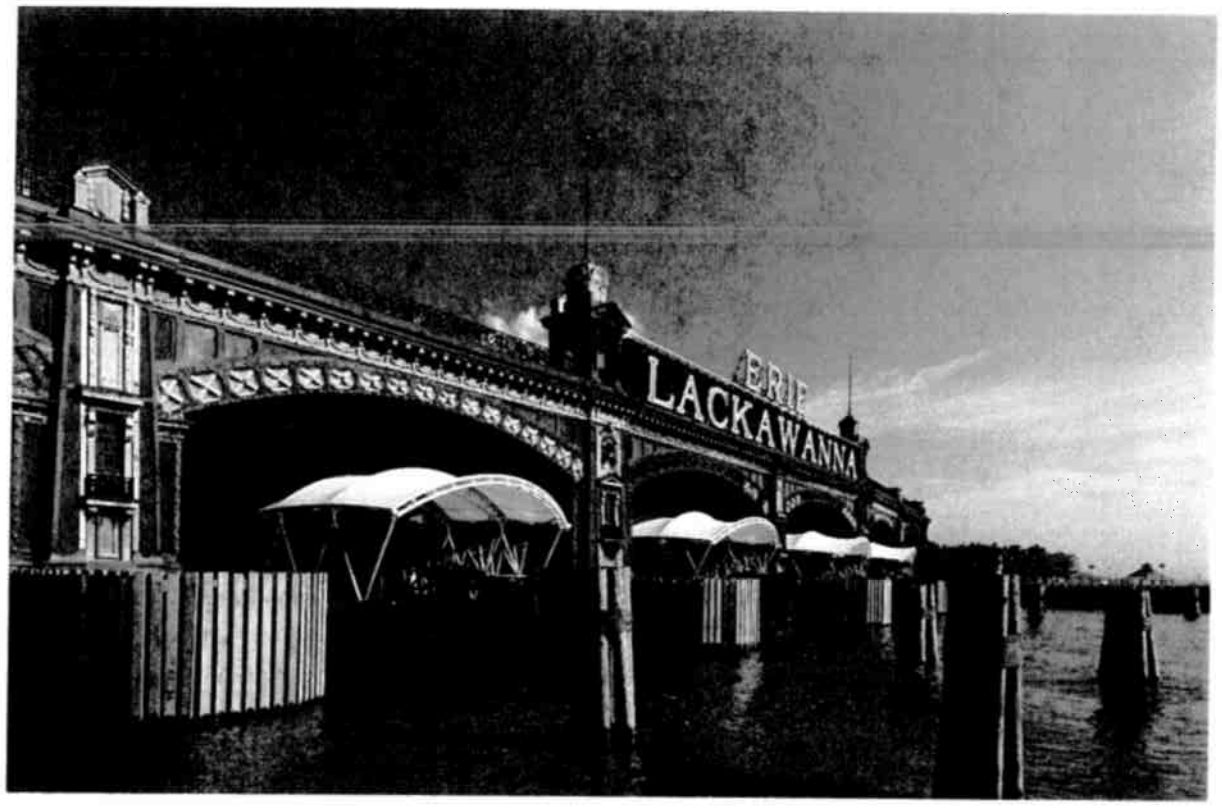
Hoboken Terminal Complex Rehabilitation & Redevelopment
page 2

Listed on the state and national Register of Historic Places, the site features a soaring Beaux-Arts terminal dating from 1907 and sits within the Hoboken Historic District. **With NJ TRANSIT pursuing landmark status for the terminal, STV had to be mindful of the impacts of all work performed on the site, which must comply with the U.S. Department of the Interior's Standards for the Treatment of Historic Properties. For the design team, meeting these standards and upgrading building systems in the complex, which has low head room and many hard surfaces, presented a complex challenge.** By selecting systems materials, textures, and colors that complement the remaining historic elements, the team was able to address both goals.

STV delivered a similar mix of modern and historic elements in restoring the terminal gangways. To meet a directive from the NJSHPO, for example, the arched truss timber gangways were designed to be similar to the original gangways at the ferry terminal, but with modern walking surfaces and lighting. Materials for the barges, pile anchorage system, and passenger gangways provide durability, comply with the Americans with Disabilities Act, and accommodate the many types of ferries operating in the harbor. These were combined with hand and safety rails, canopies, and color schemes that complement the remaining historic elements of the terminal.

MAIN WAITING ROOM RESTORATION

The terminal's grand main waiting room is a historically significant, 6-story, 100' x 100' structure featuring a 40' x 50' Tiffany-style ceiling laylight (a skylight in the ceiling that is lit by skylights in the roof). STV managed the design for the rehabilitation of the



Hoboken Terminal Complex Rehabilitation & Redevelopment
page 3

laylighting, a plan that included supplementary electrical lighting for nights and cloudy days. HVAC systems were installed to serve the ticket offices and a radiant hot water slab heating system was installed for the waiting room. The Hoboken Terminal Waiting Room Restoration was named Project of the Year: Restoration by the New York Construction News in 2000.

CLOCK TOWER RECONSTRUCTION

Another facet of our work was the preparation of design-build documents for a clock tower to replace the historic 225-foot clock tower, demolished in the 1950s. The team employed several innovative fabrication and installation methods to replicate the historic tower. The tower was prefabricated offsite and delivered in eight shipments. It was then assembled in three phases and lifted into place with cranes. Copper cladding was used to resemble the appearance of the original tower.

TEAM CONCOURSE REHABILITATION

The lower level of the ferry terminal, known as the "team concourse" for having originally accommodated horse-and-carriage teams, was also modernized. The rehabilitation included stabilizing the building's structure by underpinning the existing wood pile foundation system, **installing a new raised floor to address flooding,** rehabilitating the water-side copper façade, replacing the decorative lighting system at the ferry slips, and relighting the Erie Lackawanna sign.

FERRY TERMINAL RENOVATION

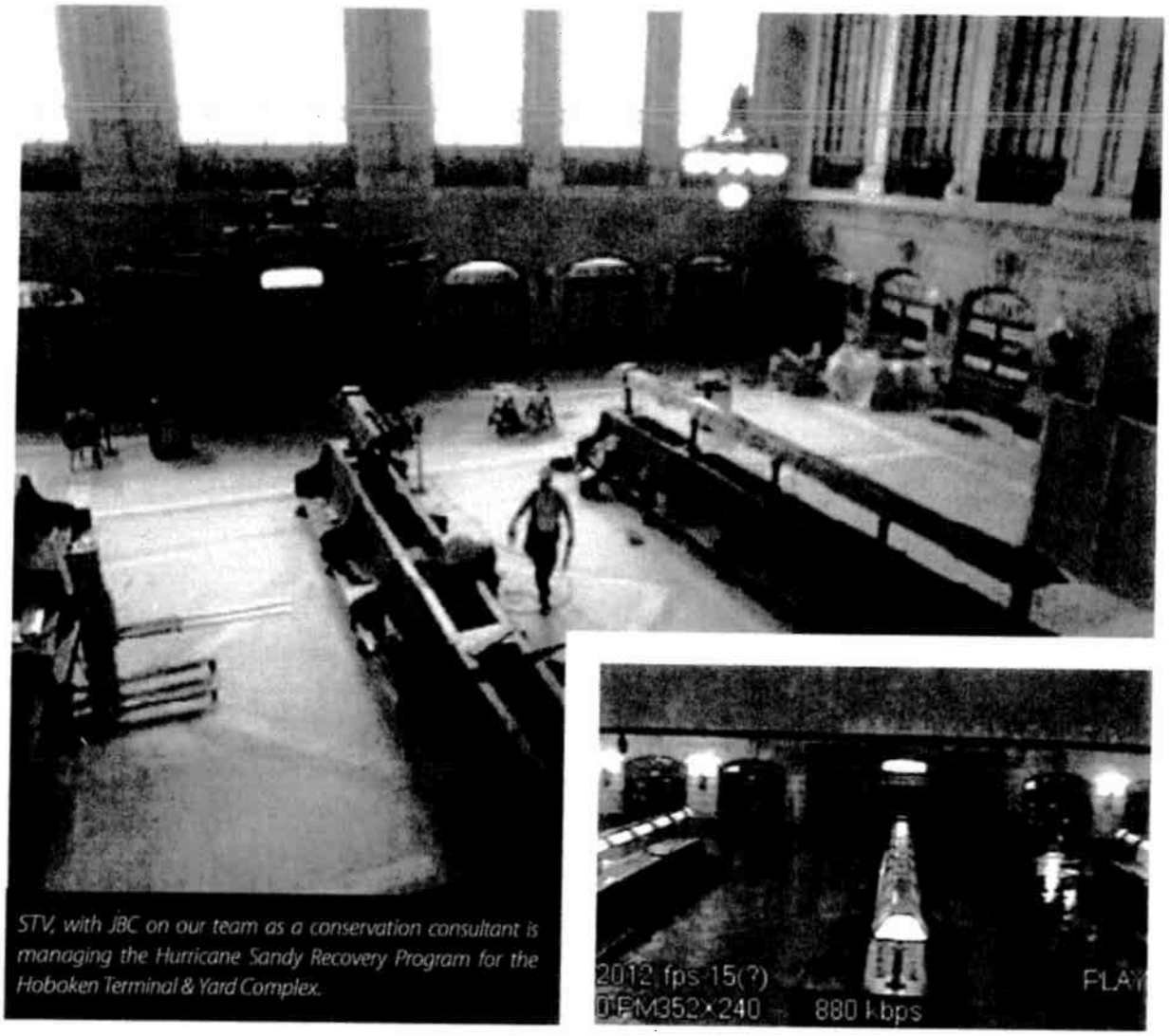
Renovation of the ferry terminal entailed installation of a raised floor, gangways, and finished lighting, as well as construction of a vestibule for the waiting room and offices. STV oversaw designs for ferry ticket and support spaces and for restoration of a direct connection from the historic train waiting room to Brick Alley.

SCHEDULE MILESTONES

STV provided professional services associated with the Hoboken Terminal and Yard B for more than 15 years, beginning in 1995 and concluding in December 2011.

Hoboken Terminal & Yard Hurricane Sandy Recovery Program

Hoboken, NJ



STV, with JBC on our team as a conservation consultant is managing the Hurricane Sandy Recovery Program for the Hoboken Terminal & Yard Complex.

FIRMS:
STV
JABLONSKI BUILDING CONSERVATION

OWNER:
NEW JERSEY TRANSIT
NEWARK, NJ

COMPLETION DATE:
ONGOING

ROLE:
STV: PRIME
JABLONSKI BUILDING CONSERVATION: HISTORIC PRESERVATION CONSULTANT

The historic Hoboken Terminal and Yard in Hoboken, NJ, suffered extensive damage from the storm surge during Hurricane Sandy. STV had performed design services for the multimodal facility's rehabilitation for nearly 15 years, and was brought back by NJ TRANSIT after the storm to assist with the restoration.

STV has provided surveys and prepared condition assessments of all structures and systems for the restoration. STV has also developed recommendations for the remediation of all deficient items identified in our surveys. Tasks to date have included flood mitigation work for the terminal waiting room, ticket office, crew quarters, and platforms; wheel true building; yard and engine house; and waste ejector system; as well as temporary access to public restrooms.

Additionally, the team has prepared contract documents for the restoration of the main waiting room, adjacent retail areas, and ejector systems no. 4 and no. 5.

The design work has involved interfacing with the New Jersey State Historic Preservation Office and was fast tracked to allow for the bidding and completion of construction for portions of the work prior to the 2013 Thanksgiving holiday

Phase II of the Hurricane Sandy Recovery Program to restore the Hoboken Ferry Terminal and Yard began in February 2014.

and Super Bowl XLVIII in February 2014. STV is currently providing construction phase services for the restoration of the waiting room and ejectors; all other tasks are complete.

STV retained Jablonski Building Conservation, Inc. (JBC) to serve as the conservation consultant for the Ferry Terminal restoration. Historic materials that had been affected included wood benches and other architectural details, limestone, terrazzo, plaster, and ornamental woodwork. JBC performed condition assessments in the waiting room, crew quarters, and train platform. Conditions were noted on sketches created in the field and the report included prioritized recommendations. JBC assisted STV in the completion of specifications for the restoration and repair of the waiting room and provided construction administration support services including mock-up reviews and material selection.

The entire team worked to expedite the design process while working with the NJSHPO and NJ TRANSIT to assure that the tight deadlines would be met.

Phase I: May 2013 to December 2013
Phase II: Started February 2014

Central Railroad of New Jersey Terminal Building

Jersey City, NJ

FIRM:
JABLONSKI BUILDING CONSERVATION

CLIENT:
NEW JERSEY DEPARTMENT OF THE TREASURY/ DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION

COMPLETION DATE:
2014

ROLE:
HISTORIC PRESERVATION CONSULTANT

In 2011, JBC performed a conditions assessment with repair recommendations for the CRRNJ Terminal. Their scope was subsequently expanded due to the damage resulting from Hurricane Sandy.

Situated on the shores of the Upper New York Bay at the base of the Hudson River, the terminal building of the Central Railroad of New Jersey served as an intermodal facility for the passenger trains including the CRRNJ, Baltimore & Ohio Railroad, and Reading Railroad among others, and ferry service into Manhattan. The terminal was constructed in 1889 and designed by the architectural firm of Peabody & Stearns in the Richardsonian Romanesque style.

The ferry terminal was one of seven maritime and railroad complexes operating in the New York harbor during the late 19th and early 20th centuries. Changes in transportation lead to the decline of the railroads and the terminal ended service in 1967. The building was listed on the New Jersey and National Register of Historic Places in 1975.

While a conditions assessment with repair recommendations had been completed in 2011, Hurricane Sandy, on October 29, 2012, swept approximately five feet of salt water through the building before repairs had begun.

Consequently, the scope of work was enlarged to include the damage caused by the flood, including brick repair and efflorescence removal. Jablonski Building Conservation (JBC) was retained by an architectural firm to provide materials analysis and assist in the completion of specifications for the repair and restoration of the exterior.

The design phase was completed in July 2013. The project is currently in the construction phase.

New Jersey State House Annex Roof Slab Renovation

Trenton, NJ

After performing an initial condition inspection, designing a solution, and completing constructability reviews, STV provided construction management and on-site inspection services to replace the roof on the NJ State House Annex.

FIRM:
STV

OWNER:
NEW JERSEY DEPARTMENT OF THE TREASURY/ DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION

COMPLETION DATE:
2004

ROLE:
PRIME

Severe water penetration disrupted legislative operations at the New Jersey State House Annex and caused damage to the building's limestone colonnade façade. After performing an initial condition inspection, designing a solution, and completing constructability reviews, STV provided construction management and on-site inspection services to replace the roof of the 4-story, 150,000-sf building, **a National and State Historic Landmark.**

STV's condition assessment included investigation of the structural integrity of the Annex's roof slab, concrete testing, and corrosion rate analysis. Physical inspection of the slab revealed water penetrations and extensive small spalls. STV also observed hairline to medium cracks along some of the structural steel elements, caused by inadequate reinforcement for thermal expansion and stresses. The firm concluded that the water-damaged slab of the roof needed to be replaced in full depth.

Sensitive to the historic significance of the building, STV evaluated the potential effects of the roof slab rehabilitation on the historically-restored interior spaces. The firm also formulated a schedule, and specified noise control measures to minimize disruptions to legislative and committee sessions.

Twenty-one-hour workdays during the week and 8-hour weekend shifts were required to accommodate all sessions of the New Jersey Legislature. STV held weekly meetings to review upcoming construction activities with the NJ Building Author-

"The STV Team demonstrated outstanding leadership, expertise and ability in delivering this project."

CHARLES CHIANESE
EXECUTIVE DIRECTOR
NJ BUILDING AUTHORITY

NJ State House Annex Room Restoration
page 2

ity, the Contractor, and State House personnel.

To protect rooms on the floor directly below the roof level during construction, the firm oversaw the innovative installation of a temporary watertight enclosure over the entire building. The enclosure allowed work to proceed through the fall and winter months without any water damage to the historic rooms.

To restore the cross-section and spans of the roof deck, STV oversaw repairs to spalled concrete and repairs to cracks in the slab with surface treatment or epoxy injection. The firm also directed the application of a chemical treatment to correct the breakdown of the concrete and stall any ongoing deterioration of the slab, as well as the placement of a layer of approximately 2 to 3 inches of concrete on top of the roof slab to even it out. This layer was reinforced with wire mesh to add structural strength to the deck.

STV then managed the application of a new roof to the restored deck, and the removal of cornice flashing and ledge drains, which were replaced with systems similar to those on the original building.

For rehabilitation of the Annex's limestone façade, along with the granite base, STV oversaw a Contractor that raked out the façade and repointed all of the mortar joints below the entablature at each face of the building, approximately 93,000 sf in area.

Owing in part to STV's management, the restoration of the building exterior and repairs to the roof, from initial assessment and condition survey were completed in one year.

"... the result of the roof project was superlative. With construction ongoing in an occupied building, the potential for difficulties is great. Here, the work was done almost transparently, and the high point was that the work was completed in time for the new Legislature to convene its committee meetings.

Please extend our special thanks to ... STV ... for their exemplary work."

ALBERT PORRONI
EXECUTIVE DIRECTOR
NJ STATE LEGISLATURE OFFICE OF LEGISLATIVE SERVICES

Morristown Station Roof Replacement

Morristown, NJ

FIRM:
STV

OWNER:
NEW JERSEY TRANSIT

COMPLETION DATE:
2007

ROLE:
PRIME

STV worked with the NJ State Historic Preservation Office, the NJ Division of Codes & Standards, and the NJ Department of Community Affairs to repair this 1912 facility, which included prioritizing repairs based on historic requirements.

New Jersey Transit, in an effort to prevent water infiltration from the roof, retained STV to investigate existing conditions and identify the repairs necessary to the exterior envelope of the historic Morristown Station, constructed from 1912-1913 in Morristown, NJ.

Upon completion of the investigation, STV prepared a site plan for submission to the New Jersey Department of Community Affairs and a report detailing the necessary repairs to the 1912 facility, which included code conformance requirements. The report included discussion prioritizing the necessary repairs based on historic requirements, cost estimates, and photographs.

With approval from the client, STV prepared a construction repairs contract, which included replacement of the tile roofs, roof membrane work, replacement of the platform canopy roofs, replacement of the main station ceiling, repairs to windows, replacement of leaders and gutters, replacement of soffits, work on the pedestrian tunnel, repairs to roof brackets, and repairs to structural support members, as required.

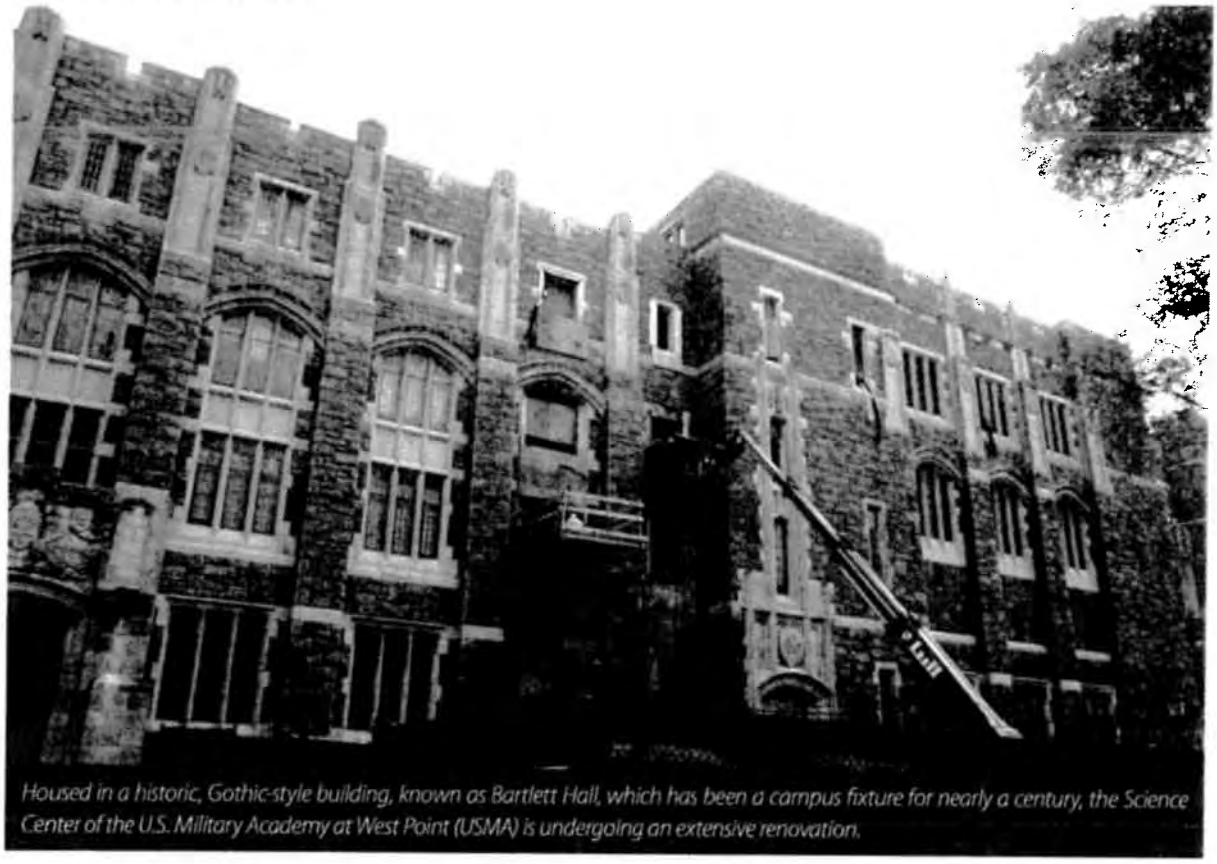
Repair and replacement services were permitted through and in accordance with New Jersey State Historic Preservation Office and New Jersey Division of Codes and Standards permit and building code requirements. Keeping the project within the construction budget, STV prepared construction documents for the repair of the Main Station building and the shelter house.

Because the station's basement and subway areas were also subject to water infiltration, STV provided design for the installation of sump pumps in the pits.

Emad Asfour was the Project Architect, overseeing preliminary through final design for the rehabilitation of this historic rail station. Jablonski Building Conservation, Inc., provided condition assessment and repair design.

U.S. Military Academy Science Center Restoration, Rehabilitation & Repurposing

West Point, NY



Housed in a historic, Gothic-style building, known as Bartlett Hall, which has been a campus fixture for nearly a century, the Science Center of the U.S. Military Academy at West Point (USMA) is undergoing an extensive renovation.

FIRM:
STV

OWNER:
U.S. ARMY CORPS OF ENGINEERS

COMPLETION DATE:
2018 (ESTIMATED)

ROLE:
DESIGN ENGINEER FOR ENERGY EFFICIENT MEP SYSTEMS AND DEVELOPMENT OF CONSTRUCTION PHASING PLANS

The U.S. Army Corps of Engineers (USACE) retained STV in joint venture to provide mechanical, electrical, plumbing, fire protection, and civil services for a $153 million, multi-phased effort to modernize the classrooms, laboratories, lecture halls, and building systems in Bartlett Hall, the Science Center at the U.S. Military Academy. STV is also managing the contract for the joint venture, including financing and subconsultants, as well as providing construction phase support services

The renovations will occur over a five-year period so that the USMA can continue using portions of the building. STV's challenge was designing energy-efficient building systems and phasing plans for construction in a partially occupied building while contending with space constraints. We also needed to work with and around the disparate systems that have been installed in the building, which was constructed as three additions.

In many cases, existing mechanical systems located in areas scheduled for demolition must be temporarily preserved and tied-in to service occupied areas.

STV designed a high-efficiency, 975-ton centrifugal chiller plant, chilled water distribution system, and a run-around loop energy recovery system for the laboratories. The high-efficiency chiller will replace the steam absorption chillers and will tie into the campus energy management network. STV also designed new fire protection systems; a cooling tower plant; a new condenser water piping system to replace several cooling towers; and a new heating hot water system supplied by the campus high-pressure steam distribution system.

Electrical upgrades will increase capacity from 1,500 kVA to 3,750 kVA. More importantly, our design centralized and standardized the three

USMA Science Center Restoration, Renovation & Repurposing Part 2

separate building cabling and fire alarm systems so that the USMA will be able to monitor and control the various building systems, as well as verify energy performance over the long term, through a new building management system.

New lighting, power, communications, access control, cable television, and audiovisual systems, as well as a new double-ended 13.8-kV, 3,750-kVA substation and a 1,250-kW generator, are being installed.

Plans were prepared to run steam service from the central boiler plant through tunnels beneath the building to a new location. In preparing these plans, STV used Building Information Modeling (BIM) to make sure that building systems did not interfere with one another or occupy the same physical space and also to design new steam piping for the building.

Curtis High School Restoration, Preservation & Rehabilitation

Staten Island, NY

FIRM:
STV

OWNER:
NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

COMPLETION DATE:
ONGOING

ROLE:
PRIME

STV was the lead architect and engineer for the $26.5 million, 5-year restoration, preservation, conservation, and rehabilitation project to preserve and restore the Curtis High School's elaborate Gothic architecture.

Curtis High School, a New York State designated landmark structure, is located on a promontory on Staten Island. It consists of six attached structures constructed between the years 1902 and 1964. For the New York City School Construction Authority (NYCSCA), STV served as the lead architect and engineer for the $26.5 million, 5-year restoration, preservation, conservation, and rehabilitation project to preserve and restore the school's elaborate Gothic architecture, correct inappropriate previous repairs and replacements, and return each building's appearance to a time period closer to its original date of construction. The renovations had to be sensitive to the historic and architectural significance of the campus buildings while creating a building enclosure that is appropriate to its marine location.

STV was responsible for quality control and daily on-site oversight of each terra cotta stone replacement. The firm investigated material availability, worked with suppliers, and assisted the client with overseeing all aspects of this historic preservation. In addition, STV meticulously catalogued and tracked each piece of terra cotta and stone as construction progressed. STV also worked closely with the New York State Historic Preservation Office in obtaining its approval.

Given the landmark status of the building, every repaired or replaced element had to replicate the original design precisely, with a focus on preserving as much of the historic fabric as possible. The project featured the demolition and reconstruction of the central tower, engaged turrets, and parapet

Curtis High School
Restoration, Preservation
& Renovations
Staten Island, NY

walls of the 1902 Main Building; the 4-story terra cotta-clad projecting bay at the 1921 Classroom Building; and the crenellated parapets and four polygonal copper-domed corner turrets at the 1926 Auditorium/Library Building. The extensive rehabilitation/replacement effort also included terra cotta, brick and limestone facades throughout the five Gothic buildings, including most of the parapets, turrets, and towers.

In addition, a wide array of characteristic Gothic features including gargoyles, grotesques, figurines, rosettes, finials, and shields were replaced and replicated to match their original design.

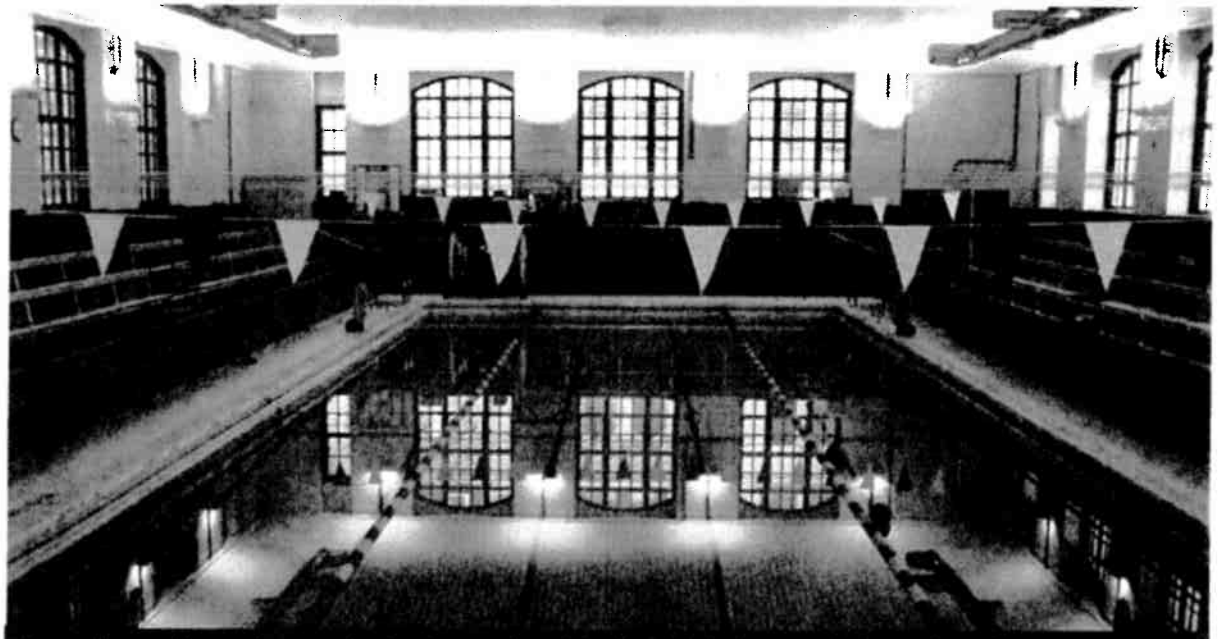
Overall, the project called for the replacement of over 11,500 pieces of terra cotta, with approximately 900 different molds.

The restoration and rehabilitation restored this historic landmark, the oldest high school on Staten Island, to its original Gothic grandeur. **In addition to being a state landmark, it serves the surrounding community both as a neighborhood focal point and as a community center.** Its restoration has fostered pride among students, faculty, and alumni.

As a continuation of STV's substantial modernization and rehabilitation work at Curtis High School, STV is also providing design and construction administration for the extensive upgrade of the school's science center.

Curtis High School Natatorium Reconstruction

Staten Island, NY



Restored brass railings and terrazzo flooring that matches original details helped preserve the historic look of the natatorium building at Curtis High School, which was reconstructed.

FIRM:
STV

OWNER:
NEW YORK CITY SCHOOL CONSTRUCTION AUTHORITY

COMPLETION DATE:
2012

ROLE:
PRIME

As part of a series of improvements to the landmark Curtis High School in Staten Island, NY, STV provided architectural and engineering design services for the $3.5 million interior reconstruction of the Natatorium Building, a mansard-roofed structure constructed in 1936. This was the fourth major project at the school completed by STV.

Restoration entailed replacement of the original 6,500-sf arched suspended plaster ceiling, ceramic tile flooring and waterproofing, and bleacher seating; repairs and replacement of the terra cotta pool gutter units; new lighting; fire alarm upgrades; and installation of a dehumidifier and air conditioned system with exposed stainless steel ducts. STV also designed a new handicapped-accessible viewing area featuring two tone terrazzo flooring and brass railings to match original details.

The project was complicated by the discovery during demolition of severe spalling of concrete at the underside of the structural concrete mansard roof deck, which compromised the suspended plaster ceiling hangers and negated the possibility of supporting the new air conditioning ductwork. STV established a concrete restoration and repair protocol, and designed a steel sub-framing system supported by the existing steel truss and beam system. The sub-framing system is designed to support new ductwork and allows the transfer of all loads from the suspended plaster ceiling support system directly to the new steel, thereby eliminating all superimposed structural loads from the underside of the concrete deck. In addition, three structurally unsound glazed brick knee walls separating the bleacher area from the pool deck were demolished and reconstructed with glazed tile-faced reinforced concrete knee walls featuring original bronze railings that were restored per STV's specifications. Several small outlets were cast into the concrete to allow for removal of pool water from the bleacher areas. During construction, STV oversaw installation of additional items requested by NYCSCA, including a state-of-the-art digital LED scoreboard and timing system and new starting blocks.

Leonard Sherman was the Project Architect for this work. For more than a decade, he has managed the restoration and rehabilitation of historic landmark buildings.

DPMC

Greystone Psychiatric Hospital Life Safety Upgrades

Greystone Park, NJ

STV provided MEP, structural, and fire protection engineering, environmental consulting, and construction management services.

FIRM:
STV

OWNER:
NEW JERSEY DEPARTMENT OF THE TREASURY/ DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION

COMPLETION DATE:
2004

ROLE:
PRIME

To bring New Jersey's Greystone Psychiatric Hospital into compliance with the National Fire Protection Association (NFPA) 101 Life Safety Code, STV designed retrofits to a number of buildings on the hospital property. The retrofits supplied the 73,900-sf Abell Building, the 63,700-sf Ellis Complex, and twenty 5,300-sf Mountain Meadow Cottages with upgraded illuminated exit signs, exit discharge lighting, and emergency lighting systems. In addition, the firm designed new fire detection systems for the Mountain Meadow Cottages, which at the time, housed developmentally disabled adults on a 24-hour-per-day basis. To support the new electrical systems needed for this project, STV also designed a new transformer at the Abell Building.

The project was especially challenging because of the need to complete design and award the construction contract on a tight schedule. To further expedite the process after the contract was awarded, STV formulated designs that allowed rapid construction with minimum impact from existing conditions such as asbestos, lead paint, or concealed obstructions within the buildings.

Prior to this effort, STV provided complete design services, conceptual through preliminary and final design, as well as construction services and rehabilitation for a $2.9 million interior and exterior rehabilitation of ten separate facilities on the campus. The firm provided architectural, mechanical, electrical, plumbing, structural, fire protection, engineering, environmental consulting, and construction management services for repairs and improvements to the 671-acre complex, including rehabilitation of HVAC and boiler systems, fire and life safety upgrades, and environmental remediation.

STV provided condition assessments, design, and construction management for all heating system upgrades and improvements at the Ellis buildings, including isolating each facility at Ellis from the main powerhouse boiler by installing separate boiler equipment at each facility.

David Ziskind was Principal-in-Charge, Emad Asfour was Project Architect, and USAEMI provided asbestos and lead abatement for this project.

Waterbury City Hall Renovation

Waterbury, CT

FIRM:
STV

OWNER:
WATERBURY DEVELOPMENT CORPORATION

COMPLETION DATE:
2006

ROLE:
JOINT VENTURE

The Waterbury City Hall building, constructed in 1915 and designed by Cass Gilbert, is listed in both the state and national registers of historic places.

The City of Waterbury developed a plan of action for the reuse and renovation of several buildings and facilities, including City Hall, the Chase Building, fire facilities, and other buildings and sites in Waterbury, CT. As part of this effort, **STV provided programming, architectural, mechanical, plumbing, electrical, and structural engineering services for the restoration of a 100-year-old City Hall building in Waterbury.**

Designed by Cass Gilbert and constructed in 1915, the building is listed in both the State and National Registers of Historic Places.

STV, in a joint venture, was responsible for repairing the building exterior and interior spaces in compliance with the State of Connecticut Historical Preservation Office guidelines and standards, where applicable.

STV prepared schematic design for alterations to the interior layout of the building to accommodate the planned reorganization of municipal administrative functions.

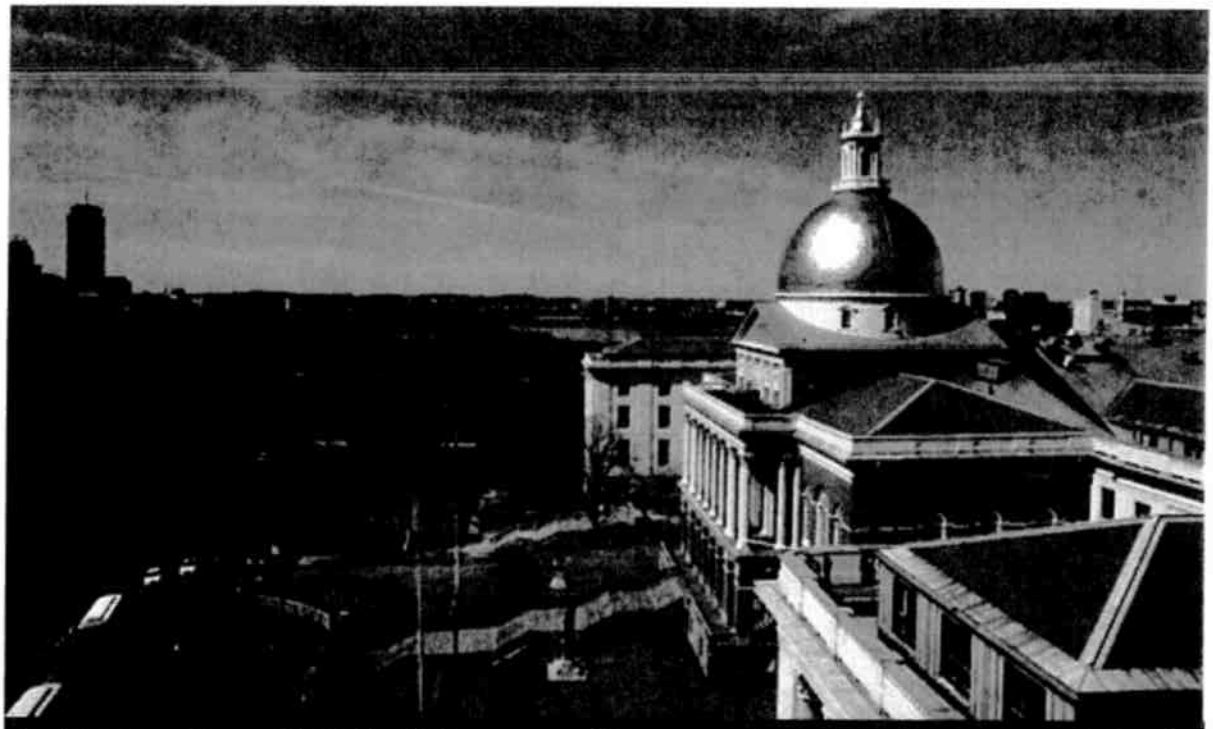
The project scope also included **bringing the building into compliance with current building and fire codes and updating and/or replacing the electrical and HVAC systems.**

Challenges included restoring City Hall's early 20th-century features and charms while providing the City's government with the convenience and safety of a 21st century facility.

The bond vote for the project did not pass and progress was stopped at the schematics design phase.

Massachusetts State House Renovations & Repairs

Boston, MA



The Massachusetts Bureau of State Office Buildings contracted STV to oversee study and design projects on an as-needed basis for renovations and repairs at the Massachusetts State House, an historic building listed on the National Register of Historic Places.

FIRM:
STV

OWNER:
MASSACHUSETTS BUREAU OF STATE OFFICE BUILDINGS

COMPLETION DATE:
2005

ROLE:
PRIME

The Massachusetts Bureau of State Office Buildings (BSB) contracted STV to oversee study and design projects on an as-needed basis for the renovation, repair, and replacement of various building systems at state-owned facilities.

Among the tasks performed for this contract were renovations and repairs at the Massachusetts State House, the house of government for the Commonwealth of Massachusetts. Located in the Beacon Hill neighborhood of Boston, the State House building houses the Massachusetts General Court (state legislature) and the offices of the Governor of Massachusetts. It is listed on the National Register of Historic Places. Descriptions of two of the tasks performed at the State House follow.

STATE HOUSE COOLING TOWERS

STV provided design for the rigging and replacement of the cooling towers at the Massachusetts State House building. The project, which also included new boiler and domestic hot water heating equipment, was carefully staged to prevent service disruptions.

STATE HOUSE ROOF

STV served as project manager of a study conducted by another firm to determine the condition of the flat roof membrane and skylights at the Massachusetts State House. The investigation included the use of roof patch tests at several locations to expose conditions beneath the surface.

STV recommended $1.3 million in repairs including replacement of the portico roof with a concrete paver system, replacement of the Great Hall roof with a concrete paver system, repair or replacement of skylights, and replacement of the heat trace/deicing cable system.

Hurricane Sandy Recovery Experience

Con Edison Substation and Generating Plant Storm Hardening Evaluation & Design, *New York, NY*

DATES OF SERVICE
2013-ONGOING

Hurricane Sandy inflicted enormous damage to Con Edison's electric distribution system, interrupting service for roughly 1.4 million New Yorkers and causing more than $500 million in response and restoration costs. To prepare for a future storm, the company retained STV to evaluate the threat to various substations and generating plants and design hardening measures to protect critical equipment at each location.

Coney Island Yard Flood Mitigation Feasibility Study, *Trenton, NJ*

DATE OF SERVICE
2013

STV was selected by NYCT to perform a flood mitigation feasibility study to assess the damage caused by Hurricane Sandy and provide alternatives to prevent flooding of the yard during future heavy rainfall and storm events. This study consisted of a site investigation to identify key issues and an analysis and comparative evaluation of various flood mitigation alternatives. The STV team evaluated alternatives based on factors that include cost, constructability, maintenance requirements, and schedule to implement.

NYCHA Hurricane Sandy Program Management, *New York, NY*

DATES OF SERVICE
2013-2014

Hurricane Sandy hit New York City, affecting approximately 800,000 residents in more than 400 New York City Housing Authority (NYCHA) buildings with both short- and long-term damage. NYCHA brought STV into the project to focus on the recovery of 35 developments and one emergency maintenance facility in Brooklyn, Queens, and Manhattan that suffered moderate to severe damage, predominantly to their mechanical and electrical systems, as a result of flooding and sand and saltwater infiltration. An additional 180 developments are slated for roofing, façade, and other site restoration work.

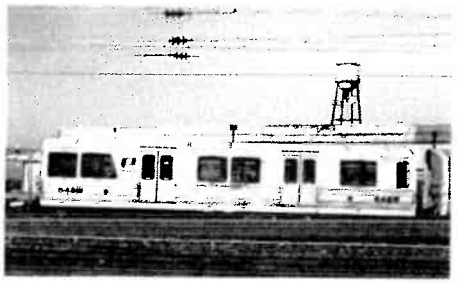
Architectural & Engineering Design for Repair of 12 Circuit Breaker Houses, *New York, NY*

DATES OF SERVICE
2013-2016

Circuit breaker houses (CBHs) regulating the power supply in New York City sustained extensive damage during Hurricane Sandy when water infiltration set off a cascade of dangerous arc flashovers and disabled service. To safeguard the riding public and ensure long-term service continuity of the city's transit system, New York City Transit selected STV to rehabilitate 12 heavy rail CBHs and make them watertight.

Hurricane Sandy Recovery Experience (continued)

PANYNJ for Federally Funded Hurricane Sandy Projects, *New York, NY*



DATES OF SERVICE
2013-ONGOING

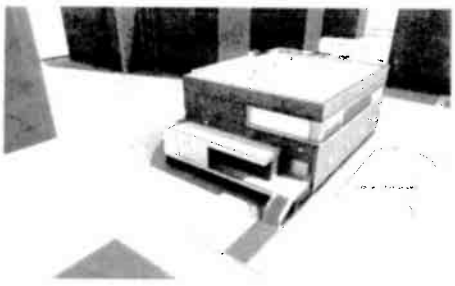
The PANYNJ selected STV as one of a select group of consultants to provide **electrical/electronics, architectural, structural, civil, geotechnical, environmental, traffic, HVAC, plumbing, and fire protection expertise** to address a wide range of vulnerabilities for 11 projects. STV and its team have prepared a Stage I study for each location to assist PANYNJ in the completion of Tier 3 Federal Transit Administration grant applications. The proposed projects are intended to mitigate potential future flood damage, and add resilience to PANYNJ and PATH infrastructure and maintain operational activities.

NYC Rapid Repair Program for Hurricane Sandy Damage, *New York, NY*

DATE OF SERVICE
2012-2013

STV served as a subconsultant during New York City's Rapid Repair Program to make local construction management (CM) professionals available to assess and oversee emergency repairs to residential properties in Breezy Point, Rockaway Park, Rockaway Beach, Neponsit, and Belle Harbor. These repairs included the permanent or temporary restoration of heat, power, and hot water, as well as other limited repairs to protect homes from additional damage. During a 4-month period, this program aided over 1,000 families, bringing residences up to code while rendering them safe for the homeowners.

Hurricane Sandy CIP at Ocean Bay Apartments, *Queens, NY*



DATES OF SERVICE
2012-2014

As part of an ongoing capital improvement program (CIP) for New York City Housing Authority (NYCHA), STV completed a fast-track, multidisciplinary assessment of properties damaged by the storm and developed plans for flood mitigation, including the installation of new equipment that will be elevated above Hurricane Sandy flood levels. The firm's assessment report included development of due-diligence options; schematic designs for the site, floor plans, building cross-sections, and one-line riser diagrams; and mechanical and electrical schedules. The affected equipment includes boilers, domestic water heaters, circulating pumps, condensate receivers and pumps, associated controls, electrical connections, utility meters, and appurtenances, all of which were heavily damaged or destroyed by the floodwaters.

Additional STV DPMC Experience

New Jersey State Prison West Compound Renovation, *Trenton, NJ*

DATES OF SERVICE
2013-2015

STV is providing full design and construction management services for the 22,000-sf renovation of Wing 2 of the West Compound at the New Jersey State Prison in Trenton, NJ. The firm is providing full design development, permitting, construction documents, and project closeout services for the upgrades, which include electrical, plumbing, and fire protection systems, as well as asbestos and lead paint abatement.

NJ Network Building Roof and HVAC Equipment Replacement, *Trenton, NJ*

DATE OF SERVICE
2013-2014

STV is providing design and construction management for the replacement of the 33,000-sf roofing system and the HVAC equipment of the New Jersey Network Building. The firm conducted comprehensive site investigations to determine existing conditions of the roof, HVAC equipment, and interior spaces and conducted detailed, room-by-room load calculations to determine the cooling and heating loads to right-size the air handling units. The firm evaluated different HVAC concepts and performed energy modeling to determine the most efficient system for future use of the building.

Marie Katzenbach School for the Deaf Fire Alarm System Condition Assessment & Design Upgrade, *Trenton, NJ*

DATES OF SERVICE
2009 (ON HOLD)
MAY - OCTOBER 2014
(CONSTRUCTION)

STV performed a condition assessment of the fire alarm systems in 22 buildings of the school complex and was subsequently awarded a contract to design the fire alarm system upgrades for nine buildings, including the administration building, dormitories, the middle school, and the high school. STV incorporated a fiber-optic network system into the fire alarm system design. Put on hold before completion, the project was recently resumed. STV provided permitting assistance and will be providing construction administration for the installation of the new fire alarm systems.

Ancora Psychiatric Hospital Renovations, *Ancora, NJ*

DATES OF SERVICE
2005-2009

STV renovated various buildings on the campus of Ancora Psychiatric Hospital. Work included new fire suppression/detection systems for Larch Hall, Cedar Hall, Birch Hall, the main building, and Holly Hall; and new emergency lighting and exit signs for 10 other buildings on the campus. The project included a complete renovation to Elm Hall to bring it into conformance with Joint Commission on Accreditation of Healthcare Organizations standards.

Additional STV DPMC Experience (continued)

NJ MVC Administration Building Roof & Caulk Replacement, *Trenton, NJ*

DATES OF SERVICE
2005-2006

To remedy numerous defects and restore the integrity of the Motor Vehicle Commission (MVC) Administration building, STV was contracted to replace the 53,000-sf EPDM rubber membrane and stone ballast roof. The firm provided inspection, design, and construction phase services for the roof's removal, replacement, and caulking. STV also inspected the mechanical equipment to assess the potential requirement for modifications because of changes to roofing slope and insulation thickness.

Trenton Psychiatric Hospital Water Distribution System Upgrades & New Fire Suppression Systems, *Trenton, NJ*

DATES OF SERVICE
2005-2006

STV provided engineering and cost estimating services to replace the existing fire protection and domestic water distribution system in five residential buildings and 12 transitional living units at the facility. Work included a detailed building survey, creation of a site utility plan for the campus, and development of detail design for wet and dry fire sprinkler systems. The water system upgrade included water distribution of the entire site with new domestic water connection to 35 existing buildings.

New Jersey Motor Vehicle Commission Capital Program, *various locations, NJ*

DATE OF SERVICE
2005

STV provided analysis, planning, and capital programming services to evaluate 31 NJMVC-owned sites to determine the potential cost and priority of repairs for these facilities. STV's scope of work consisted of developing a facilities master plan and a capital program for these facilities.

New Jersey Police Professional Training Center & Division of State Police Headquarters Complex *Trenton, NJ*

DATE OF SERVICE
2002

STV completed an advisability study and master plan for the new training center and State Police Headquarters. The firm assessed two sites for the for the new center and developed conceptual designs. STV, as part of a joint venture with Michael Graves & Associates, was subsequently selected to design the new facility , which was not built because of funding issues.

Monmouth County Vocational School Expansion

Freehold Township, NJ

Banc3 prepared the site design plans & specifications for a 3,200-sf expansion of Biotechnology High School in Freehold, NJ.

FIRM:
BANC3

OWNER:
MONMOUTH COUNTY VOCATIONAL SCHOOL
FREEHOLD, NJ

COMPLETION DATE:
2009

ROLE:
LAND SURVEYING, SITE PLANNING, CIVIL ENGINEERING

BANC3 prepared the site design plans and specifications for a 3,200-sf expansion of the Biotechnology High School in Freehold, NJ to accommodate new lab facilities. Major tasks included grading, drainage system design, and utility relocation.

The topography of the property is such that the elevation is highest along Robertsville Street. Since the new addition would extend out in this direction, the challenge was to not only prevent the runoff from reaching the building but actually direct it away from the building and into the street. This was accomplished through three different methods:

- Collecting and directing the roof runoff to an underground storm line which leads to an existing stormwater line
- Sloping the Robertsville Street sidewalk toward the road
- Creating a swale between the sidewalk and the proposed addition to direct water away from the school to an existing catch basin at the side of the building

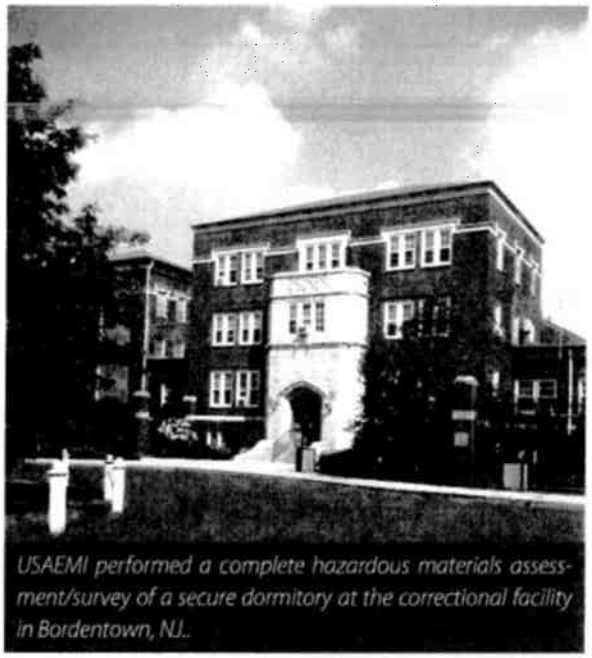
As the property is flat at the back of the building, water ponding in the summer was a source of mosquito infestation. BANC3 was tasked with eliminating the ponding without disturbing a nearby storm pipe.

This was accomplished by designing a perforated PVC underdrain surrounded by clean stone fill to collect the water, remove it from the surface, and drain it to the existing stormwater inlet gradually. This method served to avoid overloading the stormwater lines.

To prepare for the eventual construction of the new addition, we obtained the certifications for the project's soil erosion and sedimentation control plan from the Freehold Soil Conservation District. The area of disturbance required for the project was one acre.

Bordentown Juvenile Detention Center – Environmental Impact Inspection

Bordentown, NJ



USAEMI performed a complete hazardous materials assessment/survey of a secure dormitory at the correctional facility in Bordentown, NJ..

FIRM:
USAEMI

OWNER:
NEW JERSEY DEPARTMENT OF THE TREASURY/ DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION
TRENTON, NJ

COMPLETION DATE:
2009

ROLE:
HAZMAT

USAEMI performed a complete hazardous materials assessment/survey of a secure dormitory building at the correctional facility in Bordentown, New Jersey. The assessment of the building scheduled for toilet upgrades was conducted and reported in accordance with USEPA Asbestos Hazard Emergency Response Act (AHERA) and NJDCA Lead Inspection/Risk Assessment requirements.

The initial investigation focused on hazardous materials that would be impacted by the planned upgrades, but also included hazardous materials throughout the building, specifically the mechanical crawlspace where a majority of the plumbing tie-ins would be taking place.

Once the surveys were complete the information was presented to the State and to the engineering team in an attempt to design the upgrades without impacting hazardous materials.

From the information developed above and in accordance with the planned renovations, materials that would be impacted by the planned renovations were scheduled for abatement.

USAEMI developed plans and specifications for the abatement of materials that would be impacted in accordance with the New Jersey Asbestos Hazard Subcode, Subchapter 8 and the NJDCA/OSHA requirements for lead in construction standards.

Design documents took into account housekeeping and contractor operations as they related to lead in construction and mandated contractor compliance with applicable standards. These design documents were incorporated into the building-wide renovation documents.

NJ Training School Secure Dormitory Hazardous Material Abatement Design/ Monitoring

Jamesburg, NJ

USAEMI performed a complete hazardous materials assessment/survey of a secure dormitory at the New Jersey Training School in Jamesburg, Monroe Township, NJ.

USAEMI performed a complete hazardous materials assessment/survey of a secure dormitory (Building 6, Housing Unit 9) at the New Jersey Training School (NJTS). The NJTS is the Juvenile Justice Commission's largest facility currently housing approximately 300 male juveniles. It was opened in 1867 as a home for troubled youth. Today, NJTS is a secure facility providing care, treatment, and custody for juveniles committed by the courts. NJTS creates programs to rehabilitate young offenders.

The assessment of the building scheduled for Life Safety Upgrades was conducted and reported in accordance with *USEPA Asbestos Hazard Emergency Response Act (AHERA)* requirements.

The initial investigation focused on hazardous materials that would be impacted by the planned upgrades, but also included hazardous materials throughout the building. Once the surveys were complete the information was presented to the State and to the engineering team in an attempt to design the upgrades without impacting hazardous materials. The initial cost of the survey and reporting for the building was $13,250.

From the information developed above and in accordance with the planned renovations, materials that would be impacted by the planned renovations were scheduled for abatement. USAEMI developed plans and specifications for the abatement of materials that would be impacted in accordance with the *New Jersey Asbestos Hazard Subcode – Subchapter 8.* Design documents took into account phasing to accommodate client movement, occupied building conditions, and staff access to various facilities throughout the campus. Abatement design documents were incorporated into the building wide renovation documents.

The clientele and staff (occupied) associated with this campus and the security issues associated with work in a secure facility raised unique abatement design and monitoring issues. USAEMI presented to the Workers Union and Management Staff details on how we designed and monitored all of the project phases in accordance with the most stringent regulatory requirements taking into account the protection of human health and the environment. The project was completed without incident including work on weekends and holidays.

FIRM:
USAEMI

OWNER:
NEW JERSEY DEPARTMENT OF THE TREASURY/ DIVISION OF PROPERTY MANAGEMENT AND CONSTRUCTION
TRENTON, NJ

COMPLETION DATE:
2005

ROLE:
HAZMAT

Newark Broad Street Station

Newark, NJ

VDA provided vertical transportation consulting services for the installation of two new hydraulic elevators at the historic Newark, NJ, Broad Street Station.

FIRM:
VAN DEUSEN ASSOCIATES (VDA)

OWNER:
NEW JERSEY TRANSIT
NEWARK, NJ

COMPLETION DATE:
2010

ROLE:
INSTALLATION OF TWO NEW ELEVATOR

Newark Broad Street Station, constructed between 1901-1903, is one of New Jersey's premier historic railroad facilities and is listed on State and National Registers of Historic Places.

Improvements at Newark Broad Street Station include the construction of a new center island high-level platform and shelter, the construction of a new eastbound high-level platform, the reconstruction of the Martin Luther King, University Avenue, and Broad Street railroad bridges, the installation of new elevators and stairs, the installation of new restrooms, and the rehabilitation of the main station building and passenger infrastructure.

Van Deusen & Associates (VDA) provided vertical transportation consulting services for the installation of two new hydraulic elevators. A three-stop elevator serves the Ground level with front opening doors, and the Mezzanine and East bound platform levels with rear opening doors. There is also a two-stop elevator that serves the mezzanine and West platform levels with front opening doors.

KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME David Miles Ziskind, FAIA, NCARB, LEED®AP BD+C

TITLE Principal-in-Charge

FIRM STV Architects, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION)	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NJDPMC MVC Administration Building Roof Replacement, Trenton, NJ Cost: $2.4M	STV	Condition assessment surveys. Inspection, design, and construction services.	Principal-in-Charge	13	10%	11/05 - 12/06	[redacted]
NJDPMC Five Motor Vehicle Agency Facilities; Various Locations, NJ Cost: $16M	STV	Complete design and construction administration services.	Principal-in-Charge	11	10%	07/05 - 06/06	
NJBA/NJDPMC State House Annex Roof Slab Renovation; Trenton, NJ Cost: $10.2M	STV	Condition assessment, construction management, and on-site inspection services.	Principal-in-Charge	12	20%	01/01 - 01/02	
NYCSCA Bronx High Schools Restructuring Program; Bronx, NY Cost: $4.3B	STV	Complete master planning, design and construction administration services.	Principal-in-Charge	ongoing	10%	01/07 - Ongoing	
NJDPMC Greystone Psychiatric Hospital Building Improvements; Greystone Park, NJ Cost: $1M	STV	Complete design and construction administration services.	Principal-in-Charge	16	10%	01/01 - 05/02	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Emad Asfour

TITLE Project Manager

FIRM STV Architects, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Five New Motor Vehicle Facilities; Various Locations, NJ Cost: $16M	STV	Programming, design development, final design, bidding/award, construction, closeout	Project Architect	60	75%	3/05 - 9/10	[redacted]
State House Annex Roof Slab Renovation; Trenton, NJ Fee: $622,915	STV	Programming, design development, final design, bidding/award, construction, closeout	Project Architect	12	50%	1/01 - 1/02	
MMC Locomotive Shop Expansion; Kearny, NJ; $76.3M	STV	Programming, design development, code overview, construction administration	Project Architect	39	50%	1/07 - 4/10	
NJDPMC MVC Administration Building Roof Replacement, Trenton, NJ; Cost: $2.4M	STV	Programming, code analysis, architectural, and construction phase services	Project Architect	22	50%	8/05 - 6/07	
NJ TRANSIT Morristown Station Roof Rehabilitation; Newark, NJ Cost: $1.9M	STV	Programming, design development, contract documents, code review	Project Architect	18	50%	1/05 - 5/07	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Leonard Sherman, RA, NCARB, LEED®AP BD+C

TITLE Historic Preservation/Restoration Architect

FIRM STV Architects, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NYCSCA Walton High School Natatorium Reconstruction; Bronx, NY Cost: $15 M	STV	Schematic Surveys/Reports, Design, Contract Documents, Construction Admin.	Senior Project Architect	38	30%	1/08 -5/08; 6/09 -4/11; 9/11 -Present	[redacted]
NYCSCA Curtis High School Natatorium Building Restoration; Staten Island, NY Cost: $3.3 M	STV	Schematic Surveys/Reports, Design, Contract Documents, Construction Admin.	Senior Project Architect	34	25%	06/2006 - 11/2006; 05/2008 -12/2008; 05/2009 -03/2011	
NYCSCA P.S. 751M Exterior Renovation; Manhattan, NY Cost: $600,000	STV	Schematic Surveys/Reports, Design, Contract Documents, Construction Admin.	Senior Project Architect	17	20%	08/2007 - 01/2009	
NYCSCA P.S. 130M Emergency Façade Repairs; Lower Manhattan, NY Cost: $8.3 M	STV	Schematic Surveys/Reports, Design, Contract Documents, Construction Admin.	Project Architect	20	30%	02/2007 - 12/2008	
NYCSCA New Dorp High School Exterior Modernization; Staten Island, NY Cost: $16.8 M	STV	Schematic Surveys/Reports, Design, Contract Documents, Construction Admin.	Project Architect	36	30%	2004 - 2007	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Stephanie Hoagland-Bond

TITLE Historic Preservation Consultant/Conservator

FIRM Jablonski Building Conservation, Inc. (JBC)

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Hoboken Terminal Post-Sandy Restoration, Phase I, Hoboken, NJ Fee $61,000	STV	Cond. Assess, Repair Rec., Materials Testing, Repair Specifications & Mock-up Review	Project Manager for JBC	9	10%	5/13 - 2/14	
Hoboken Terminal Post-Sandy Restoration, Phase II, Hoboken, NJ Fee $54,650	STV	Cond. Assess, Repair Rec., Materials Testing, Repair Specifications & Mock-up Review	Project Manager for JBC	5	5%	1/14 - ongoing	
CRRNJ Post Sandy Repairs, Jersey City, NJ Fee $16,200	Iwdmr Architects	Cond. Assess, Repair Rec., Materials Testing, Repair Specifications & Mock-up Review	Project Manager for JBC	18	5%	10/12 - ongoing	
Morristown Train Station, Morristown, NJ Fee N/A	STV	Cond. Assess, Repair Rec., Materials Testing, Repair Specifications & Mock-up Review	Architectural Conservator	36	1%	2003-2006	
Gustav Stickly Craftsman Farms, Morris Plains, NJ Fee: $169,400	Gustav Stickley Museum at Craftsman Farms	Cond. Assess, Repair Rec., Materials Testing, Repair Specifications & Mock-up Review	Project Manager for JBC	18	25%	7/07 - 1/2009	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Donald Currie, AIA

TITLE Architecture/Interiors

FIRM STV Architects, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Five Motor Vehicle Agency Facilities; Various Locations, NJ Fee: $2.06M	STV	Architectural and interior design for prototypical Motor Vehicle Commission facility	Design Director	60	40%	12/05 - 6/09	[redacted]
USACE Thomas Jefferson Hall Library and Learning Center; West Point, NY. Cost: $75M	STV	Strategic planning and design development	Design Director	12	40%	6/02 - 12/03	
NYCDDC Engine Co. 277; Brooklyn, NY Cost: $10M	STV	Construction of a 3-story firehouse to replace an existing firehouse.	Design Director	12	20%	6/03 - 6/04	
NJSDA West Side High School Renovation; Newark, NJ Fee: $2.9M	STV	Master planning for alternative layouts and complete design support for selected alternative	Design Director	48	30%	6/03 - 7/07	
NYCDDC 9th Precinct Stationhouse Rehabilitation; New York, NY; Cost: $25M	STV	Comprehensive rehabilitation, renovation, and historic preservation	Design Director	24	30%	12/05 - 5/07	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Christopher Sawyer, RA, CCS, LEED®AP BD+C

TITLE Specifications & Sustainable Design

FIRM STV Architects, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
DASNY Bronx Psych. Center Campus Redev., Bronx, NY Fee: $7M	STV	Design development, construction administration	Specifications and Sustainability Manager	15	30%	6/09 - 9/10	[redacted]
PANYNJ WTC Chiller Plant, New York, NY. Fee: $1,028,000	AKF Inc./WM Group	Specifications for central chiller plant	Specifications and Sustainable Design Manager	4	50%	6/09 - 10/09	
CUNY CCNY Steinman Hall Laboratory Renovations, New York, NY. Fee: $682,294	STV	Architectural specifications for laboratory renovation	Architectural Specifier	6	25%	4/10 - 10/10	
USACE USMA Science Center Renovations, West Point, NY. Cost: $130 M	URS/STV	Specifications for major renovations and upgrades	Specifications and LEED Coordinator	Ongoing	25%	10/10 - Present	
PANYNJ George Washington Bridge Bus Station Redevelopment, New York, NY. Cost: $152 M	SJM Partners	Specifications to achieve sustainability for major renovation and redevelopment	Specifications and Sustainable Design Coordinator	Ongoing	40%	6/09 - Present	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Nejat Babür, PE, LEED®AP

TITLE Chief Mechanical Engineer

FIRM STV Incorporated

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
USACE West Point, New Cadet Barracks, West Point, NY Fee: $2.8M	STV	Overseeing HVAC, plumbing, and fire protection systems design	Chief Mechanical Engineer	6; ongoing	20	3/12 - Present	[redacted]
USACE Cape Coral Army Reserve Center, Cape Coral, FL Cost: $11M	STV	Overseeing HVAC, plumbing, and fire protection systems design	Chief Mechanical Engineer	6; ongoing	20	3/12 - 12/13	
NYCHA Hurricane Sandy CIP, Queens, NY CC: $37.5M	STV	Complete evaluation and design services	Chief Mechanical Engineer	2	0.5	12/12 - 1/13	
USPS Renovations to Various NY Facilities; New York, NY. Cost/Fee: N/A	CH2M Hill	On-call mechanical engineering and design for various offices	Mechanical Engineer	72 months	25	2004 - 2010	
NYCHA Throggs Neck Burner Replacement, Bronx, NY. Fee: $95,000	STV	Complete evaluation and design services	Lead Mechanical Engineer	6; ongoing	25	12/12 - Present	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME James Perise, PE, LEED®AP BD+C

TITLE Chief Plumbing Engineer

FIRM STV Incorporated

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NJDPMC NJ State Prison Plumbing & Fire Protection Upgrades; Trenton, NJ; Cost: $6M	STV	Plumbing and fire protection system design and installation	Lead Plumbing and Fire Protection Engineer	Ongoing	40%	3/13 - Present	[redacted]
USMA Science Center Renovation; West Point, NY Cost: $130M	STV	Plumbing and fire protection for design-bid-build renovation of Science Center	Lead Plumbing and Fire Protection Engineer	7	20%	7/12 - Present	
LIRR Construction Phase Services for Shop Improvement Projects, Richmond Hill, NY Fee: $388,864	STV	Plumbing and fire protection design	Lead Plumbing and Fire Protection Engineer	5	20%	7/12 - 12/12	
GSA Lafayette Building Plumbing and Fire Protection Upgrade; Washington, DC Cost: $86M	Skidmore Owens and Merrill	Design and installation of plumbing and fire protection systems	Lead Plumbing and Fire Protection Engineer	12	50%	6/11 - 6/12	
PANYNJ George Washington Bridge Bus Station Redevelopment; New York, NY Cost: $152M	STV	Upgrade of plumbing and fire protection designs	Lead Plumbing and Fire Protection Engineer	Ongoing	20%	7/12 - Present	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Fred Tamayo, PE

TITLE Chief Electrical Engineer

FIRM STV Incorporated

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Con Edison Storm Hardening Evaluation & Design, New York, NY; Fee: $634,000	STV	Storm hardening evaluation & design for 5 substations & 6 generating plants	Program Manager	Ongoing	25%	10/13 - Present	[redacted]
NYCHA Hurricane Sandy CIP Ocean Bay-Bayside, New York, NY Construction Cost: $37.5M	STV	Electrical design, assessment report, options development & schematic design for installation of new mech.equipment at steam plant	Lead Electrical Engineer	2	20%	12/12 - 1/13	
NYCT A&E Design for Repair of 12 Circuit Breaker Houses Damaged by Hurricane Sandy Fee: $347,400	STV	Field survey, investigation, and design of repair work	Lead Electrical Engineer	Ongoing	20%	10/13 - Present	
NYCT 17 Fan Plants Flood Mitigation, Hurricane Sandy Recovery; New York, NY; Fee: $1,555,229	STV	Preparing an engineering feasibility study & the design to repair fan plants, emergency exits & vents at 17 critical locations	Lead Electrical Engineer	Ongoing	20%	9/13 - Present	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME William Weisgarber, Jr.

TITLE Environmental /Hazardous Materials

FIRM USA Environmental Management, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Security Doors Garden State YCF Bordentown, NJ $6.0 Million	Lammey & Giorgio, P.A.	Hazardous materials inspection, design, documents, construction administration	Project Manager, Inspection Lead & Abatement Designer	Ongoing	40%	Ongoing	[redacted]
Roof & Chiller Replacement Hagedorn Psychiatric Hospital Glen Gardner, NJ Fee $28,230	Gannett Fleming	Hazardous materials inspection, design, documents, construction administration	Project Manager, Inspection Lead & Abatement Designer	15	40%	2007-2008	
Life Safety Upgrades 16 Bldgs., Ancora Psychiatric Hospital Winslow, NJ Fee $284,7750	STV, Inc.	Hazardous materials inspection, design, documents, construction administration	Project Manager, Inspection Lead & Abatement Designer	24	60%	2010-2012	
Roof Replacement Johnstone Training Center Valentine Building Fee $ 17,230	Lammey & Giorgio, P.A.	Hazardous materials inspection, design, documents, construction administration	Project Manager, Inspection Lead & Abatement Designer	6	40%	2012	
NJDPMC Agency Consultant Special Projects Fee varies up to $15,000	USAEMI	Hazardous materials inspection, design, documents, construction administration	Project Manager, Inspection Lead & Abatement Designer	Varies	Varies	Varies	

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USA ENVIRONMENTAL MANAGEMENT INC

KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME John Tomann, CQA

TITLE QA/QC Manager

FIRM STV Incorporated

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
PANYNJ WTC Transportation Hub, Manhattan, NY Cost: $3.2B	STV	Development of quality control program	Quality Manager	3	50%	2003 - 2004	[redacted]
LIRR West Side Yard Overbuild Study, Manhattan, NY Fee: $66,176.92	STV	Quality control for engineering analysis for a proposed overbuild deck	QA/QC Manager	N/A	10%	2004	
NJ TRANSIT Meadows Main. Complex, Kearny, NJ. Cost: $76.3M	STV	Quality control technical review	QA Auditor	?	?	2003	
NJ TRANSIT Access to the Region's Core, Hudson County, NJ and New York, NY Fee: $50M (approx.)	Joint Venture	Development and implementation of a quality management system and quality training procedures	QA Manager	48	2%	9/06 - 9/10	
USACE USMA Thomas Jefferson Hall Library, West Point, NY Cost: $59M	STV	Quality oversight	QA Manager	12	10%	2003 - 2004	

* A KEY TEAM MEMBER IS A TECHNICAL OR MANAGEMENT PERSON DEVOTING 20% OR MORE OF THEIR TIME TO ANY PHASE OF THE PROJECT

KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Carl Mest

TITLE Cost Control

FIRM STV Construction, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NJDPMC Ancora Psychiatric Hospital Renovations, Ancora, NJ. Cost: $17M	STV	Conversions and upgrades, installation of air/ventilation, repairs, fire safety systems	Cost Estimator	6	50	2004	[redacted]
NJDPMC/NJBA Woodbridge Developmental Center, Woodbridge, NJ. Cost: $5.2M	STV	Estimates for the retrofit of automatic sprinkler systems and fire alarm upgrades	Cost Estimator	9	50	6/02	
NJDPMC/NJBA Trenton Psychiatric Hospital Water Distrib. System. Fee: $578,000	STV	Replacement of fire protection and domestic water distribution system	Cost Estimator	9	30	2001	
NJDPMC Old Barracks Museum; Trenton, NJ; Fee: $55,000	STV	Cost estimates for condition assessment	Cost Estimator	4	20	3/06 - 7/06	
FAA Technical Center Task-Order Contract; Atlantic City, NJ; Fee: $1.48M	STV	Cost estimates for additions and renovations to multiple buildings	Cost Estimator	12	30	2006 - 2009	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Robert Quickel, PSP, EVP

TITLE Scheduler

FIRM STV Construction, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NJ TRANSIT Meadows Main. Complex Facility Expansion, Kearny, NJ Cost: $76.3M	STV	Design and construction administration	Scheduler	32 / 11	10%	6/02 - 2/05; 4/07 - 3/08	[redacted]
NJDPMC Ancora Psychiatric Hospital Renovations, Ancora, NJ Fee: $1,501,435	STV	Design	Scheduler	35	20%	9/05 - 8/08	
DASNY Namm Building Construction Management Services Fee: $1,467,193	Der Scutt Architect, New York, NY	Primavera P3 scheduling	Scheduler	23	10%	10/05 - 9/07	
NYCSCA Public Schools Boiler Replacement Program, New York City, NY Fee: $3,854,410	STV	Design and construction administration	Scheduler	12	5%	5/99 - 5/00	
NYCDCAS Bronx Criminal and Family Court ADA Modifications, Bronx, NY CC: $5.5M	STV	Construction management	Scheduler	26	5%	4/02 - 6/04	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Timothy J. Mason

TITLE Constructability Reviewer

FIRM STV Construction, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
PA Turnpike Commission Central Administration Data Ctr., Harrisburg, PA Cost: $20.1M	Astorino, Pittsburgh, PA	Construction management	Principal-in-Charge	28	5%	12/08 - 4/11	
DRES Emergency Service Restoration and Roof Replacements, Washington, DC Cost: $917,000	architrav p.c., architects	Constructability reviews and construction management	Principal-in-Charge	8	2%	8/11 - 4/12	
Clayton Public School District Renovations, Clayton, NJ Cost: $20M	Garrison Architects	Construction management	Principal-in-Charge	14	2%	2/10 - 4/11	
School District of Philadelphia CIP Fee: $7.9M	Multiple	Construction management and program management	Principal-in-Charge	46	25%	2/08 - 12/11	
NJSCC School Region 10 Construction Program, NJ Cost: $320M	URS Corporation	Project management and construction management	Construction Deputy	21	Not Available	6/02 - 3/04	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Robert Barbera

TITLE Phasing, Construction Admin. & Equip. Pre-purchase

FIRM STV Construction, Inc.

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
Montclair State University Panzer Athletic Center, Montclair, NJ Cost: Not Available	Clarke, Caton & Hintz	Construction management	Principal-in-Charge	14	8%	2009 - 2010	[redacted]
Rutgers University Livingston Dormitories Owner's Rep., Livingston, NJ. Cost: $150M	Design Collaborative & Fletcher Thompson - JV	Construction management / owner's representative services	Principal-in-Charge	30	8%	2/10 - 8/12	
Bloomfield College Liberty Street Residence Hall, Essex County, NJ Cost: Not Available	Schier Lesser	Construction management	Principal-in-Charge	12	8%	2008 - 2009	
DASNY Bronx Family and Criminal Courthouse Interior Renovations, Bronx, NY. Cost: $40M	Ehrenkrantz Eckstut & Kuhn Architects Perkins Eastman Co.	Construction management	Principal-in-Charge	Ongoing	8%	9/12 - Present	
New York Jets LLC Training Facility, Florham Park, NJ. Cost: $80M	SOM	Construction management	Principal-in-Charge	30	10%	2007 - 2008	

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KEY TEAM MEMBER PROJECT EXPERIENCE DATA SHEET

NAME Shaji Augustine

TITLE Cost Estimator

FIRM VJ Associates (VJA)

PROJECT TITLE LOCATION AND TOTAL CONSTRUCTION COST OR FEE	A/E OF RECORD FOR THIS REFERENCED PROJECT	SPECIFIC TYPE OF WORK EXPERIENCE (STUDY, SCHEMATIC, CONSTRUCTION ADMINISTRATION	TEAM MEMBERS SPECIFIC ROLE OR TITLE ON THE REFERENCED PROJECT	DURATION OF TEAM MEMBER'S INVOLVEMENT OF THE REFERENCED PROJECT (IN MONTHS)	% OF TIME DURING DURATION BASED UPON A 40 HOUR WEEK	DATES OF THE TEAM MEMBER'S INVOLVEMENT IN THE REFERENCED PROJECT	CLIENT NAME CONTRACT PERSON AND PHONE NUMBER
NJDPMC Eatontown MVC Facility Renovation, Eatontown, NJ Fee: $29,000	RBA Group	Program/Design Development Cost Estimating	Senior Mechanical Cost Estimator	5	20%	10/13 - 3/14	[redacted]
NJDPMC NJ Network Building Roof & HVAC Replacement, Trenton, NJ Fee: $18,000	STV	Design Development Cost Estimating	Senior Mechanical Cost Estimator	3	20%	9/13 - 12/13	
Hoboken Ferry Terminal Historic Rehabilitation & Redevelopment, Hoboken, NJ Fee: $92,000	STV	Cost Estimating	Senior Mechanical Cost Estimator	9	20%	2008	
Lavallette Municipal Building (Disaster Recovery), Lavallette, NJ Fee: $12,500	PS&S	Schematic Cost Estimating	Senior Mechanical Cost Estimator	2	30%	11/13 - 1/14	
GSA IDIQ Contract for MEP & Fire Protection, Various locations Fee: TBD	Greenman-Pedersen	Cost Estimating	Senior Mechanical Cost Estimator	36	50%	2011 - currently	

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DPMC P1107-00
INTERIOR AND MEP RESTORATION, CENTRAL RAILROAD OF NEW JERSEY (CRRNJ) TERMINAL BUILDING
LIBERTY STATE PARK, JERSEY CITY, HUDSON COUNTY, NJ

(f) PROJECT KEY PERSONNEL LIST

FIRM NAME	KEY PERSONNEL & TITLE	PERCENTAGE OF TIME ASSIGNED TO PROJECT									
		PROGRAM PHASE	SCHEMATIC DESIGN PHASE	DESIGN DEVELOPMENT PHASE	FINAL DESIGN PHASE	PERMIT APPLICATION PHASE	BIDDING & CONTRACT AWARD	CONSTRUCTION OFFICE	CONSTRUCTION FIELD	CLOSE OUT PHASE	PERSONNEL LEVEL 1-7
STV Architects, Inc.	David Ziskind, FAIA, NCARB,LEED*AP BD+C* Principal-in-Charge	10%	10%	10%	10%	---	5%	5%	5%	--	7
STV Architects, Inc.	Emad Asfour Project Manager	40%	40%	40%	40%	20%	20%	5%	40%	15%	5
STV Architects, Inc.	Leonard Sherman, RA, NCARB,LEED*AP BD+C, Historic Preservation/Restoration Architect	20%	30%	30%	40%	10%	5%	10%	5%	10%	4
Jablonski Building Conservation, Inc. (WBE)	Stephanie Hoagland-Bond Historic Preservation Consultant/Conservator	15%	15%	15%	---	---	---	---	---	---	4
STV Architects, Inc.	Donald Currie, AIA Architecture/Interiors	20%	20%	20%	20%	---	---	5%	5%	5%	4
STV Architects, Inc.	Chris Sawyer, RA, CCS, LEED*AP BD+C Specifications Manager	5%	20%	30%	30%	---	---	5%	5%	---	4
STV Incorporated	Nejat Babür, PE, LEED*AP* Chief HVAC/Mechanical Engineer	30%	30%	30%	30%	15%	5%	15%	5%	10%	4
STV Incorporated	James Perise, PE, LEED*AP BD+C Chief Plumbing & Fire Protection Engineer	30%	30%	30%	30%	5%	5%	15%	5%	10%	4
STV Incorporated	Fred Tamayo, PE* Chief Electrical Engineer	30%	30%	30%	30%	5%	5%	15%	5%	10%	4
USA Environmental Management, Inc. (SBE)	William Weisgarber Jr Environmental/Hazardous Materials	20%	20%	30%	30%	30%	10%	10%	10%	10%	4
STV Incorporated	John Tomann, CQA QA/QC Manager	10%	10%	10%	10%	---	---	---	---	---	5
STV Construction, Inc.	Carl Mest Cost Controller	10%	10%	10%	10%	---	---	---	---	---	4
STV Construction, Inc.	Robert Quickel, PSP, EVP Scheduler	10%	10%	10%	10%	---	---	---	---	---	4
STV Construction, Inc.	Timothy Mason Constructability Review	10%	10%	10%	10%	10%	---	---	---	---	4
STV Construction, Inc.	Robert Barbera Pre-purchase of Equipment, Phasing & Construction Administration	15%	15%	15%	15%	15%	---	---	---	---	6
VJ Associates, Inc. (MBE)	Shaji Augustine Cost Estimator	15%	15%	15%	15%	15%	---	---	---	---	4

*Registered in New Jersey

INSERT THE WAGE LEVEL FROM 1 TO 7 OF EACH KEY PERSON. DO NOT INSERT ANY HOURLY RATE

PROJECT APPROACH/ MANAGEMENT PLAN

DPMC

Project Understanding

The State of New Jersey has embarked on an ambitious and important capital program to make sure the historic Central Railroad of New Jersey (CRRNJ) Terminal Building at Liberty State Park will continue to serve the public well into the future. In the fall of 2012, Hurricane Sandy exacted devastating damage to the 1889 structure. Phase I exterior restoration has already commenced. This next effort, Phase II, will restore the interior finishes to pre-Sandy conditions as well as replace or refurbish most infrastructure systems. The lessons learned from the storm include locating these systems out of harm's way, with installation of equipment and systems to be located above the base flood elevation (BFE) of 15.0'. The State of New Jersey wishes to partner with an A/E firm that has the experience, professional depth, and understanding of historic architecture to strategize with them to accomplish the renewal of this much used and revered historic landmark, completing this time sensitive project by June 15, 2015.

The STV Team

STV and its team meet the criteria set forth regarding the challenges described in the CRRNJ Terminal Building RFP. STV has a long and successful record in research, planning, design, and construction inspection of restoration, renovation, and rehabilitation projects for facilities of historical significance. These projects range from government programs to transportation terminals to commercial and institutional facilities. STV's work in historic restoration ranges from conservation of existing facilities to restoration, replacement, and adaptation of historic facilities for new uses. STV was the lead engineering firm on the team that provided comprehensive design and historic preservation services for the award-winning Grand Central Terminal restoration in New York City. In another award winning project, STV investigated, documented, and worked with specialty manufacturers as well as Jablonski Building Conservation, Inc. (JBC), our Historic Preservation Consultant/Conservator for the CRRNJ Terminal Building, to restore

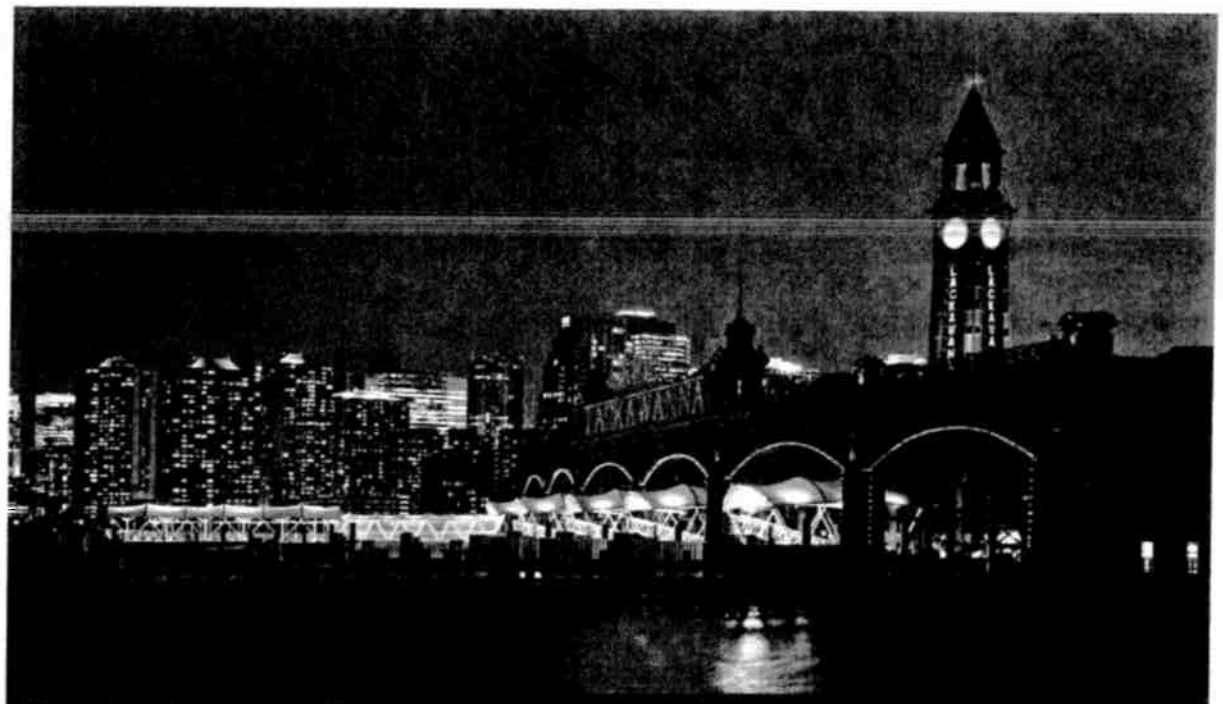
STV was the lead engineering firm on the team that provided comprehensive design and historic preservation services for the award-winning Grand Central Terminal restoration in New York City.

the historic Hoboken Terminal and Yard Complex as well as provide post-Sandy restoration and repair. Currently, at the U.S. Military Academy in West Point, NY, STV is involved in the restoration, rehabilitation, and repurposing of Bartlett Hall, a historic Gothic-style building which has been a campus icon for nearly a century.

As a result of Hurricane Sandy, STV is currently involved in projects that require rehabilitation and MEP design expertise similar to the challenges that will be encountered at the CRRNJ Terminal Building. For NY City Transit, STV is upgrading eight stations that will result in finishes restoration and long term flood mitigation. Additionally, STV is preparing an engineering feasibility study and the design to repair fan plants, emergency exits, and vents at 17 critical locations that sustained significant flood damage due to the Sandy storm surge. STV engineers are strategizing how to integrate MEP equipment in flood prone areas; and interestingly, the resulting strategy is to locate the equipment at a lower level but enclose the equipment spaces with an impenetrable barrier. For the Port Authority of New York & New Jersey, STV is repairing Path Stations in New York and Newark to provide flood mitigation hardening and resiliency.

To support these rehabilitation projects, it has been important to the success of these projects that STV has substantial experience supporting our clients in their pursuit of grant funding for a variety of environmental and emergency management related projects. We provide strategic planning, technical advice and writing, and document layout and design. To support these applications, STV also helps our client's complete quantitative research and analyses of a wide range of technical and cost related information to strengthen their applications. As an example, for New York City Transit, STV has recently completed the coordination required for substantial federal funding for Sandy-related projects.

Supporting STV's architectural capabilities, our firm has disciplines in structural, mechanical, electrical, fire alarm, fire protection, plumbing and civil engineering. STV offers specific experience in the detailed analysis and condition rating of building



STV was the project manager and lead for the mechanical, electrical, plumbing, rail, and industrial components for the rehabilitation and redevelopment of the NJ Transit Hoboken Terminal and Yard Complex and with JBC on our team has been working on the Hurricane Sandy recovery program.

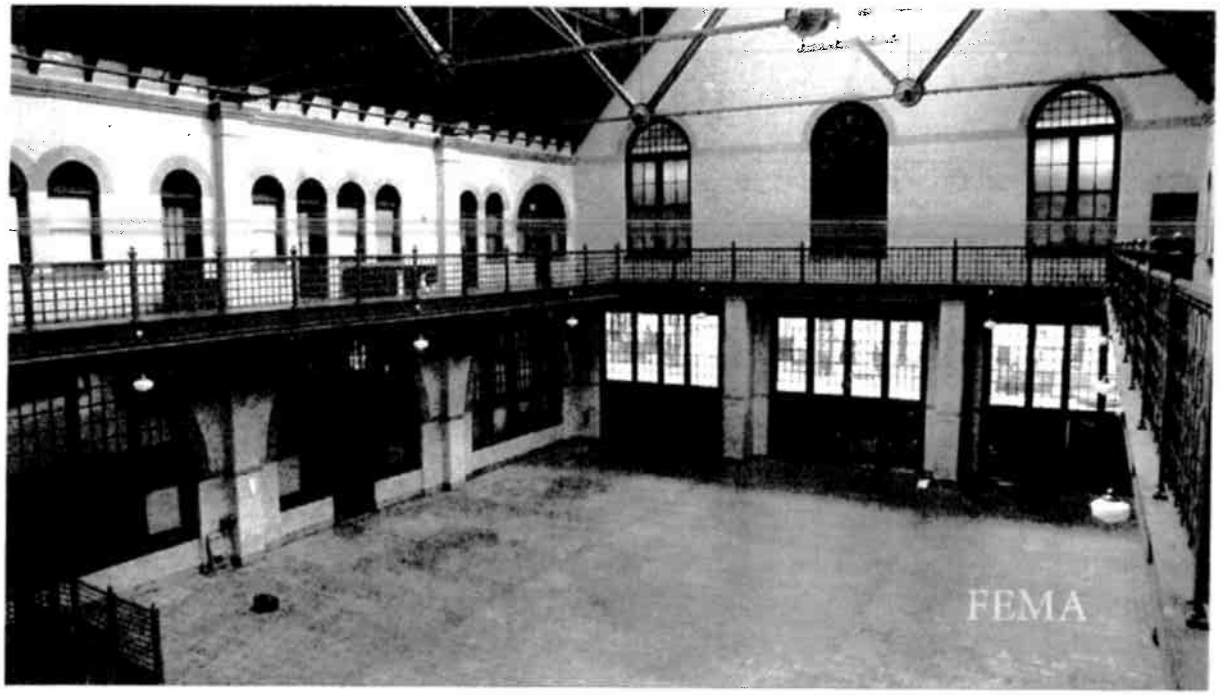
systems, and the subsequent development of design and reporting to local historic agencies and historic preservation offices. STV has experience providing specialty investigative services, such as probes, steel integrity analysis, masonry sounding, and analysis of masonry materials, including brick and mortar.

STV has thoughtfully assembled a team of skilled professionals who have the capability and experience to generate appropriate and imaginative solutions to the issues identified in the Scope of Work. Working in association with STV will be pertinent specialists, SBE, MBE, and WBE qualified firms. Our subconsultants include Jablonski Building Conservation, Inc.[WBE] (JBC), for Historic Preservation USA Environmental Management[SBE] (USAEMI) for hazardous materials management, VJ Associates[MBE] (VJA) for Cost Estimating, and Banc 3 [MBE] for civil engineering. Rounding out our team is VanDeusen and Associates (VDA) experts in vertical transportation systems.

These firms have joined STV to mesh their expertise and experience with STV's nationally recognized full-service capabilities. Our multidiscipline firm offers architectural, interior design, engineering, planning, environmental, and construction management services. With offices in Newark, Trenton, and Atlantic City, as well as in 35 additional cities across the United States, STV has more than 1,700 professionals.

Project Approach

STV's project approach focuses on bringing to the design process the training, expertise and experience of the collaborative team. Resolving DPMC's goals and criteria will grow naturally from a quest for ideas and answers, as well as lessons learned from similar post-Sandy projects. Our design approach will evolve from an inquiry into the particulars of the criteria. Commensurate with our approach, is our expectation of DPMC, whom we see as our partners and collaborators.



The Interior and MEP Restoration of the CRRNJ Terminal Building at Liberty State Park Scope of Work has been carefully crafted in its completeness and clarity regarding the Consultant Design Responsibilities. STV has reviewed the detailed scope of these responsibilities and found that not only are they commensurate with the scope and responsibilities entailed on similar projects that we have worked on (described in Section (d) of this RFP response), but they describe a process for completing projects that is "standard procedure" at STV. Our consultant team is prepared to support the specifics of the project scope as well as to provide the flexibility identified, particularly in restoration work, during ongoing work and/or at bi-weekly client/consultant meetings.

Unique Project Tasks

This is a unique project; unique in the sensitivity required for an historic structure, unique in planning ahead for a future storm, and unique in completing a complex project on a time-sensitive schedule. Although we believe the project will be successfully completed, meeting the criteria outlined in the RFP, by utilizing STV's tested Management Plan and following the logic of the successive Project Phases outlined in the RFP, an important test will be to recognize the unique elements of the project, defining them appropriately, and proposing a project approach that provides the confidence to the consultant team and client stakeholders that the project has a process for meeting the unique tasks. The three unique project tasks our team has identified and our team's approach to successfully fulfilling their inherent demands are as follows:

1. Return the historic CRRNJ Terminal Building interiors to their pre-Hurricane Sandy condition

In October 2012, Hurricane Sandy brought 6' of brackish water flowing through the interior of the CRRNJ Terminal Building causing damage to the building and finishes. While the initial force of the water caused damage to doors and windows, damage to other elements has occurred as the building has dried out. Surface efflorescence is seen on bricks which have been impregnated by salt water. Wood doors and windows have been rendered inoperable due to swelling of the wood. Salts trapped behind the ceramic glazes have caused surface loss to the tiles as water-soluble salts crystallized and expanded. Our task is to assure that

the original intent for the appearance of the finishes of the CRRNJ Terminal interior is respected and restored. It is therefore necessary to conserve the original materials where possible. Where there has been too much deterioration, we will find materials that not only are physically similar in appearance but also have similar physical characteristics to assure they will work and age well together.

The first task will be a conditions assessment of all the materials and finishes within the interior of the CRRNJ Terminal. The project goal is to return the interior to its pre-Sandy condition; therefore, those areas impacted by the flood waters will be inspected. Conditions will be marked on elevation and plan drawings of the interior. Photographs of the conditions will be taken for documentation. The findings will be compiled into a report which will include the graphics of the survey and appropriate illustrations.

Once we have gained an understanding of the materials and their deterioration mechanisms, cleaning and repair programs for each material and/or element will be designed and performed. The results of the testing will be discussed in a report with photographs showing the before and after photographs and testing locations identified.

Ceramic Tiles

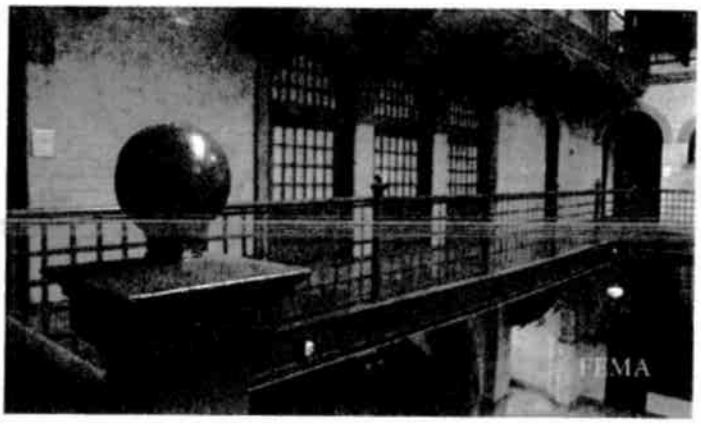
Red terra cotta tiles line the floor, while the walls are clad in cream and green ceramic tiles. Efflorescence has caused the glazes to spall on a number of wall tiles. Several companies produce materials that can restore the glaze and original appearance of the tile allowing for the preservation of the historic fabric.

We will perform a conditions assessment of the tiles which will include the number and locations of damaged tiles. Some tiles may be too damaged to be repaired; we will provide material matching to assure that any replacement tiles match the historic tiles in color, size, sheen and profile.

Wood

The wood doors, frames, and ticket windows are significant character defining features of the interior. The date of construction suggests that old-growth wood was used for these elements which tends to be much more durable than modern woods. Our goal is to preserve as much of the historic fabric as possible.

Our work on the wood will begin with condition assessments and identification of the type or types of wood used. The finishes on the wood will also be investigated. By the time of the remodel in 1914, the selection of finishes for wood was extensive, ranging from old fashioned stains and shellacs to newly invented resins or modified varnishes. What can make the finishes challenging is that wood finishes can be renewed through the application of new finishes that chemically bond to the old. In addition, environmental conditions, including



moisture infiltration and even sunlight can easily damage or even destroy finishes. Therefore a wood element can have different finishes which often produce a splotchy appearance. By understanding the original surface appearance and finishes and what has been used to repair these finishes, it is possible to design the means for restoring the surface appearance of wood and assuring that the elements are operable where required.

Metal

We will perform an assessment of the metals, which include door hardware and grilles, to identify them and evaluate their conditions. We will determine the original finishes on the metal and formulate how best to restore any areas of deterioration or corrosion.

Specifications and Construction Documents

Based on the results of the conditions surveys and testing, specifications for the restoration areas will be documented. Specifications will include metalwork restoration, restoration of woodwork, and restoration of decorative finishes including the ceramic tiles.

Construction Administration

Once construction begins we will provide construction administration for the restoration of the interior finishes. We will review submittals and supervise mock-up reviews to assure the contract documents are being followed, that the quality of work is acceptable, and that the materials are not being harmed or damaged. Field reports will be submitted to the Client following these visits.

2. Refurbish or replace infrastructure systems in such a manner that they will be protected from future storms

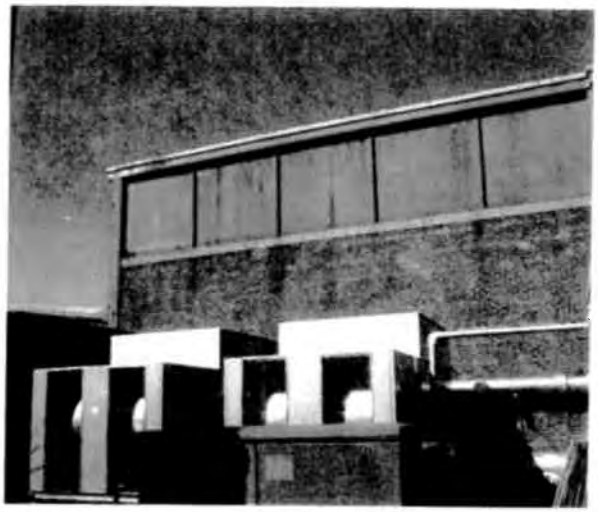
The RFP has appropriately identified the Pre-Purchase Phase as a fast-track strategy for meeting the project schedule criteria. The consultant team will design and specify the replacement or refurbishment of equipment systems that are either in harm's way and/or have been deemed unusable by Hurricane Sandy. Two important design activities will occur during this Phase: (1) Determine where space is available for equipment located above the base flood elevation (BFE) of 15.0' and, (2) design and specify equipment that is cost and schedule effective and appropriate for the identified alternative equipment spaces.

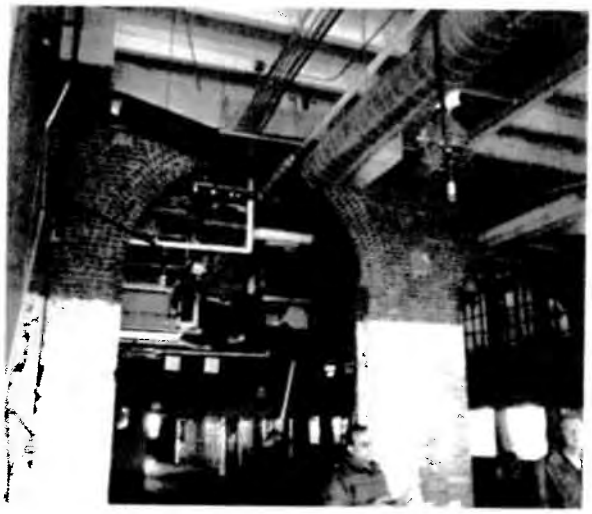
Following the completion of the Concept Investigation Phase, this phase will include a review of existing documents related to the pre- and post-Sandy condition of the interiors and equipment, and a complete assessment of the current findings regarding the condition of the interiors and equipment. The collaborative team of engineers, architects, and consultants will provide such documentation that, after state review, will allow the consultants to complete Equipment Pre-Purchase documents.

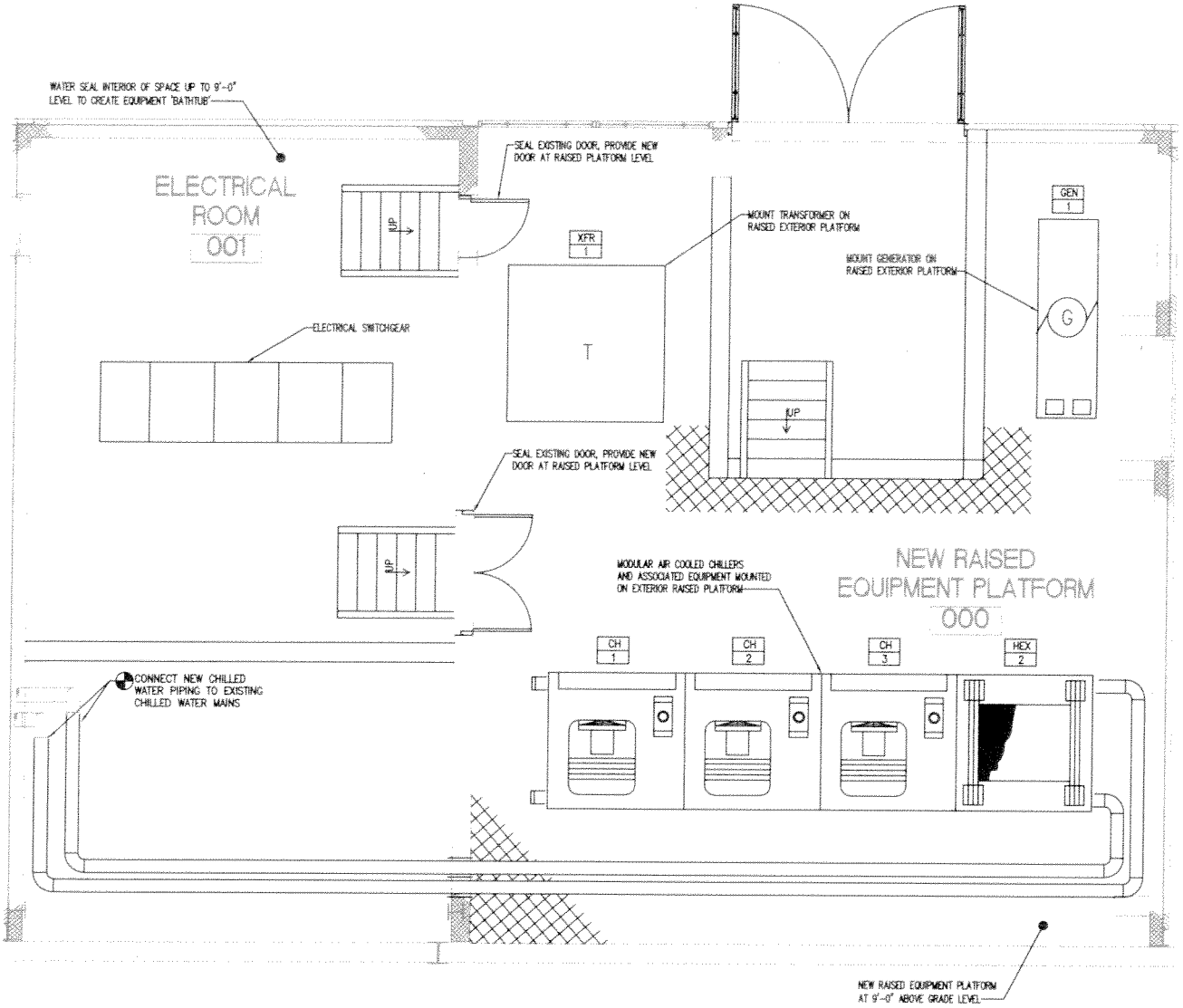
STV's Plumbing and Fire Protection, HVAC/Mechanical and Electrical professionals, James Perise, PE, Nejat Babür, PE, and Fred Tamayo, PE, will provide sufficient information, drawings, and comparative options for client stakeholders to make the appropriate approval for early bid documents to be prepared for Pre-Purchasing, as well as to meet cost criteria.

The goal of this phase will be to document equipment that contributes to the fast-track nature of this project, which will include the least revisions to the existing building envelope and infrastructure. A phrase continually repeated in the RFP; *"where feasible and budget permitting"*, will be satisfactorily addressed.

The sketches on pages 8-11 illustrate several design proposals prepared by STV engineers after an initial site visit. These examples illustrate how existing space can be utilized and how the existing building envelopes can remain undisturbed.







1 PART PLAN – MECHANICAL/ELECTRICAL EQUIPMENT ROOM
SCALE: 1/8" = 1'-0"

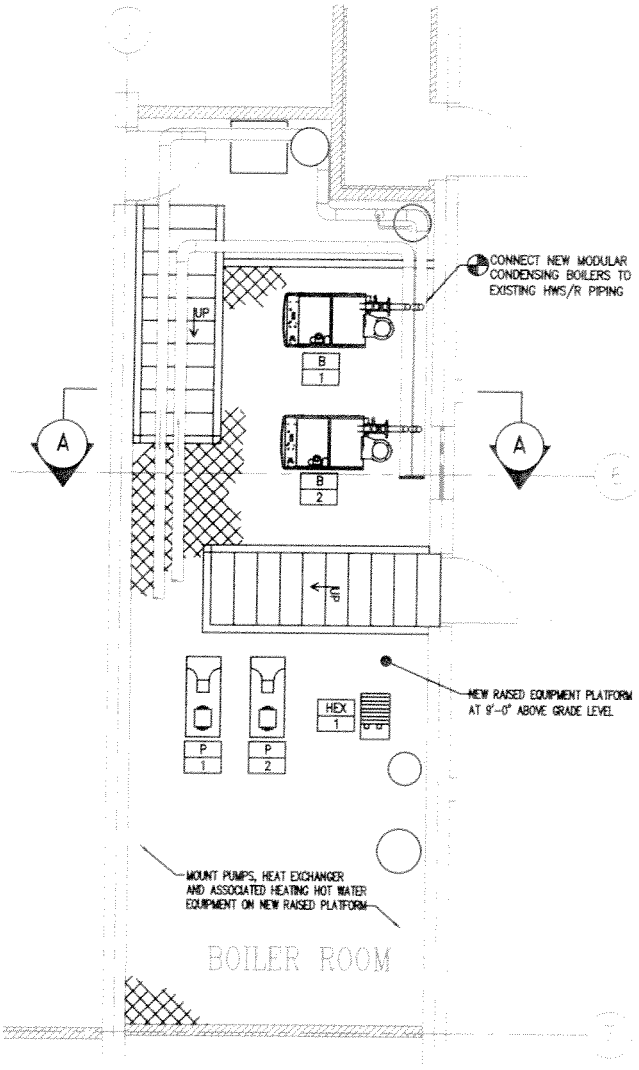
Chiller Plant Building Mechanical/ Electrical Equipment Layout

EQUIPMENT ISSUE:

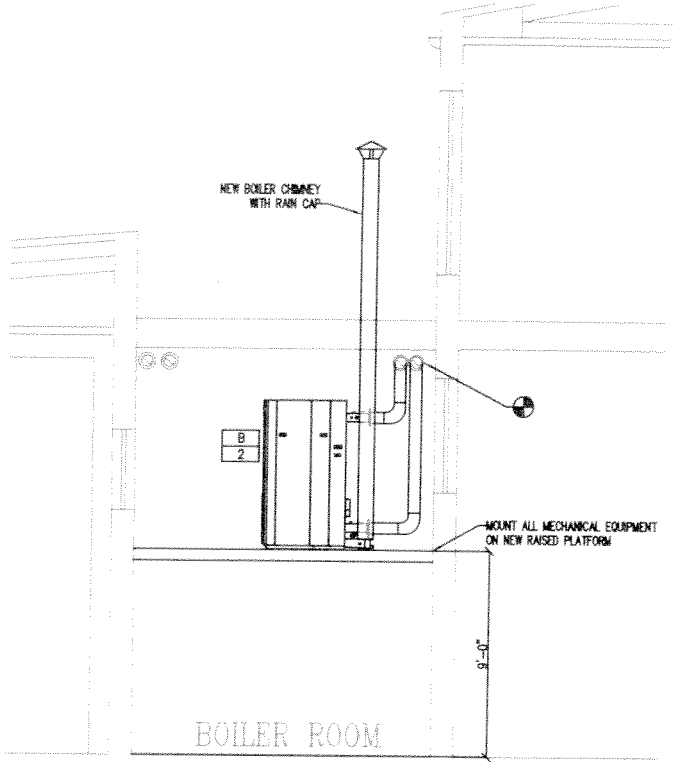
Equipment is considered unusable due to Hurricane Sandy and is currently located at ground level.

PROPOSED DESIGN RECOMMENDATION:

- Remove grade mounted existing cooling towers
- Remove existing chillers and associated equipment from chiller room
- Create platform above flood level accessible from the exterior
- Install air cooled modular chillers onto platform
- Install emergency generator and service transformer onto the platform
- Install equipment so that it will not be observed from the river walk
- Install equipment, where chillers are currently located, on platform or at grade level which will result in no increase in height of building
- Protect Electrical Room from flooding: space will have sealed openings and interior wall will receive waterproof finish
- Provide access from chiller platform level via steps down to elevated room



1 PART PLAN – BOILER ROOM
SCALE: 1/8" = 1'-0"



2 SECTION A–A
SCALE: 1/8" = 1'-0"

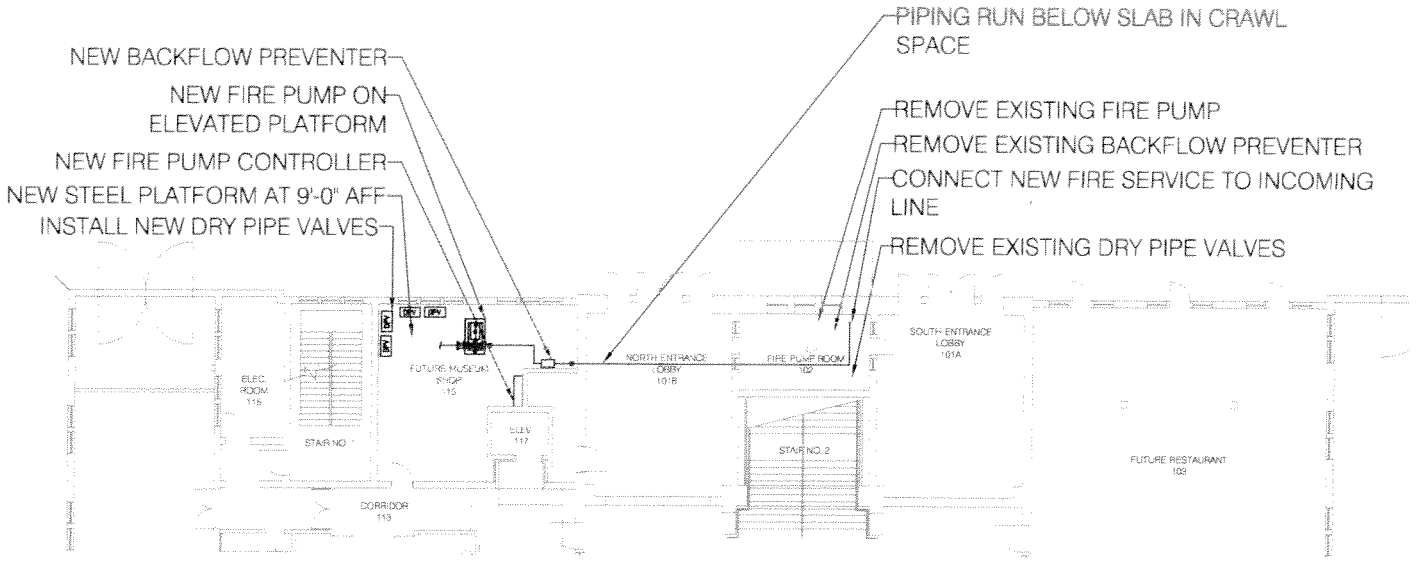
Boiler Room/Main Building

EQUIPMENT ISSUE:

Equipment is considered unusable due to Hurricane Sandy and is currently located at ground level.

PROPOSED DESIGN RECOMMENDATION:

- Remove all boilers and equipment
- Create a new platform above flood level
- Provide new condensing boilers to supply heating water for the main building
- Provide condensing boilers that are modular and occupy less space than conventional boilers



Fire Pump Room/Main Building

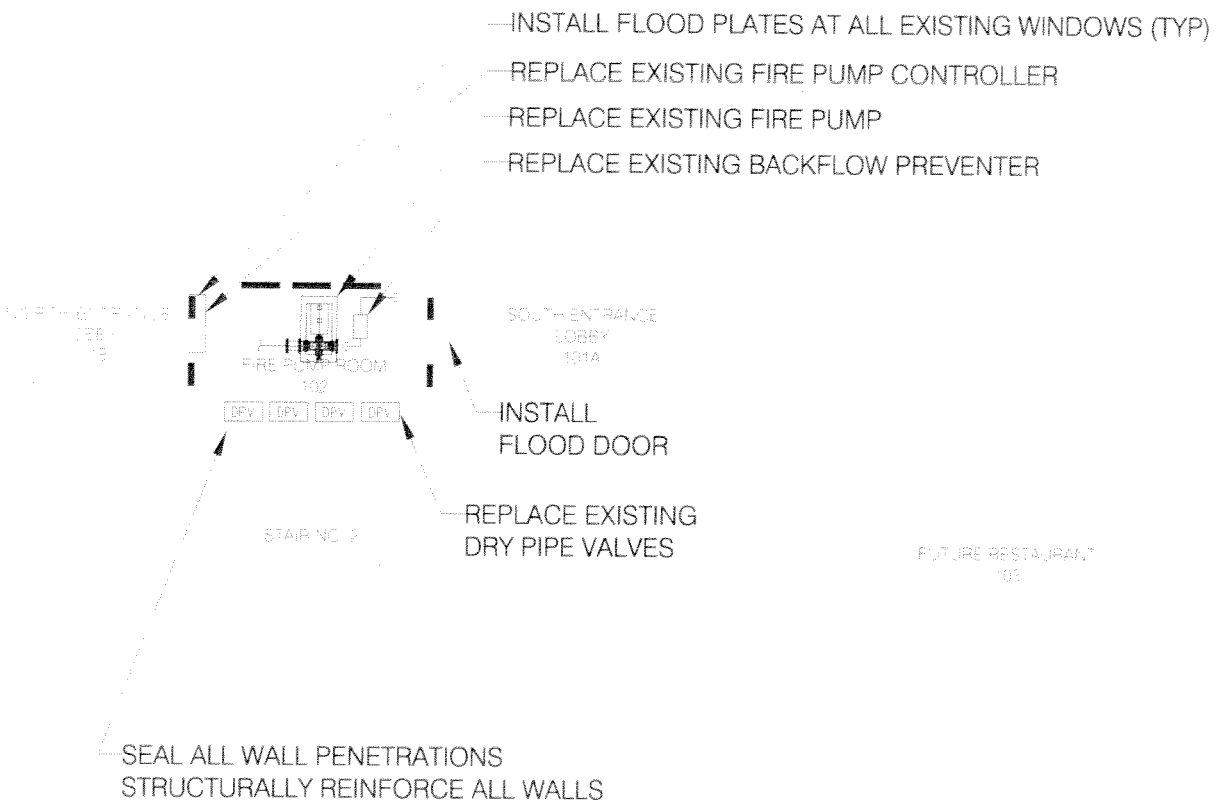
EQUIPMENT ISSUE:

The existing fire pump, fire pump controller, and dry pipe valves were damaged during Hurricane Sandy. This equipment must be replaced, and protected from future storm events. The existing room does not have enough height to elevate the equipment.

PROPOSED DESIGN RECOMMENDATION:

Option #1

- Remove existing fire pump, dry pipe valves, and associated appurtenances.
- Install new fire pump, dry pipe valves, and associated appurtenances in an elevated location. Room 116 is a possibility for the new location. Elevated grating at approximately 9'-0" above the first floor and stairs will need to be installed in this location.
- Obtain necessary approval of fire department for pump and valve access to fire department personnel.
- Relocate existing 6" incoming fire service and backflow preventer from the fire pump room to the new location of the fire pump. This will require rerouting of piping at the crawlspace and may have structural impact.



Fire Pump Room/Main Building

PROPOSED DESIGN RECOMMENDATION:

Option #2

- Replace all equipment in kind.
- Flood proof room, including reinforcement of walls, flood plates at room openings, and flood proof doors.

3. MEET THE TIME SENSITIVE SCHEDULE WHICH STIPULATES SUBSTANTIAL COMPLETION BY JUNE 15, 2015

STV recognizes the consultant team must predict rather than react to schedule milestone activities. Our team is prepared to create schedule strategies for this project that address complex phasing, staging, and alternative construction sequence strategies. With innovative scheduling techniques built into the construction deliverables, our team believes the construction phase can meet the client stakeholder's deadline. These techniques, in addition to the RFP requirement for a Pre-Purchase Phase: include:

1. Mutual Agreement regarding the definition of Substantial Project Completion and,
2. Requirement Built into the Schedule that the of Contractor complete work trades concurrently.

STV's project schedule has been prepared to address the time sensitive nature of this project. It differs from the RFP schedule: the time-line scheduled for the contractor has been extended to five months with a concurrent time reduction available for the A/E consultant team. This revision takes into consideration unforeseen issues regarding equipment delivery times, coordination with an existing infrastructure, and refurbishing an historical structure.

STV's schedule and narrative describing our schedule techniques are provided in fuller detail in Section (h)

Project Management

The STV team constitutes an accountable, full-service organization whose effort will be focused on project implementation and collaboration. The team is led by seasoned professionals with expertise in the design and engineering required of existing and new structures and their exterior envelope. Day-to-

day guidance of STV personnel and their specialist consultants will be provided by our Project Manager, Emad Asfour, a design professional with more than 30 years of experience. He will work with the discipline managers and specialty consultants in daily decision making, maintaining the project process to completion. Mr. Asfour will be the primary interface between STV and client stakeholders.

Supporting the team is an established framework of proven management systems for control, oversight, and quality. Our organization plan focuses on project control, on-time performance, and technical excellence. STV incorporates the following basic concepts as the core of our project management:

- Clear, simple lines of communication
- Continuous coordination among disciplines and with client stakeholders
- Weekly design team meetings to review new and open issues and to coordinate among disciplines
- Biweekly meetings of key project team and client stakeholder leaders
- Assignment of technically skilled specialists and senior managers for strong direction
- Development of a project manual and detailed project plan

- Quality control and quality assurance as a constant effort and not an end task
- Participation of DPMC client stakeholders in on-board reviews
- Cost and schedule monitoring as a constant effort

Quality Control

STV has a documented QA/QC program in place that is required for all projects. This program is implemented firm-wide. STV will establish, implement, and maintain the design quality management plan to manage, control, and document all work and to verify that work complies with the requirements of client stakeholders.

Problem Solving

STV promotes a visible and inclusive problem solving approach. Architectural and engineering disciplines will participate at all levels to make sure the proposed design and engineering solutions meet the project scope and criteria and represent the best balance of architecture, interiors, and engineering demands for this historical building. STV maintains continuity of staff from project kick-off through the construction phase.

Sustainable Design

STV is committed to sustainable design, has implemented sustainable practices throughout our own operations, and developed sustainable designs for many of our clients. The sustainable design effort begins with project initiation and continues throughout the project. All of our disciplines have LEED Accredited Professionals who have worked together in a whole-buildings environment. For this project, the STV team will coordinate with client stakeholders to include appropriate sustainable strategies in the design solutions.

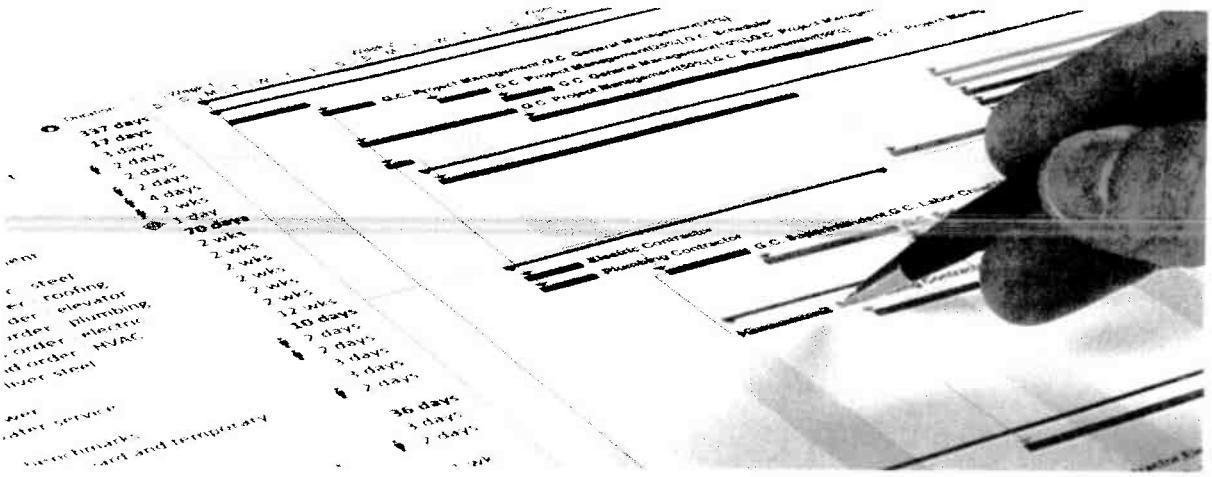
Participation by MWBE Firms

STV has a long history of not only teaming with Minority and Woman-Owned Business Enterprises (M/WBE) but meeting and exceeding M/WBE participation goals set by our clients. As STV encourages diversity within our own firm, so too do we bolster our project teams with local minority and women-owned businesses. Our organization chart illustrates inclusion of these firms.

Project Deliverables

STV has been a consultant working with the State of New Jersey Division of Property Management and Construction continuously for many years and has successfully met the requirements of the *"Procedures for Architects and Engineers Manual."* This document details Contract Deliverables for each of the project phases, extending from the early Schematic Design Phase through Permitting, Bidding, and Contract Award to the Project Close-Out Phase. STV understands the logic, review process, and format required at each phase and will work closely with client stakeholders to assure schedule parameters are met and thoroughness is achieved.

PROJECT SCHEDULE



The STV team recognizes that two important issues regarding this project's schedule are at stake at the commencement of this important project: (1) DPMC created a time-sensitive project and wishes to contract with an architectural/engineering team that has the appropriate experience to deliver the project on time, and (2) the consultant's schedule control is based on predicting rather than reacting to milestone activities and the issues that invariably occur on complex projects.

STV has a long, documented history of completing projects on time and budget. STV's Project Controls Group in association with Emad Asfour, our team's Project Manager, have prepared the design, procurement, and construction sequencing schedule that will meet this project's scheduling needs; identifying potential schedule impact activities that require long lead times, special installation requirements, major construction packages, permitting times, and client review and response times. Our team's resource loaded scheduling capabilities allow us to produce cash flow and manpower reports, contractor payment reports, and man hour histograms. We understand the project schedule for both design and construction must be developed and coordinated at the very earliest stage of the project and continuously updated.

Our team is particularly familiar with CPM scheduling for projects that involve complex phasing, staging, and alternative construction sequence strategies and these strategies have been integrated into the initial schedule prepared for this submission.

Based on our preliminary analysis of the schedule provided by the DPMC, which assumes a project schedule of approximately 12 months, we believe that with carefully planned staffing and scheduling, it will be possible to accomplish the design schedule objective. With innovative scheduling techniques built into the construction deliverables, our team believes the construction phase will be met.

Schedule Development

The STV team will work with the DPMC to finalize the project baseline schedule using the RFP schedule and our team's schedule as a starting point. Emad Asfour, our Project Manager, will work with STV's Project Control Services Group to provide the planning, work breakdown structure, and schedule logic required to develop the estimated time durations for each activity. STV's Project Scheduler, Robert Quickel, will enter data into the scheduling program and prepare CPM schedules that illustrate the shortest time in which the project can be completed, identify those activities which cannot slip, and illustrate the potential slippage (float) available for those activities that are not critical.

Activities will include technical interfaces such as architectural and engineering backgrounds and equipment requirements as well as quality control activities, including reviews and technical checks.

Schedule Control

The STV team's schedule control is based upon predicting rather than reacting to problems. Our approach is both simple and comprehensive and impacts all aspects of project implementation. Once due dates are determined, we work backwards to array and sequence all the predecessor activities that must be accomplished to meet the due dates. All team members are informed of what they need to do and when they need to do it. The project master schedule will be updated with actual progress on a regular basis to determine compliance with the baseline. Updates will include input of actual dates, remaining durations, percents complete, and actual costs/resource usage. Comparisons will be made with variances highlighted. Recommendations will be provided to client stakeholders regarding project status, including the status of key milestones and critical path.

Preliminary Schedule

Our team has prepared a schedule based on our current understanding of the project, which follows this narrative. Note the schedule differs from the RFP schedule: increasing the time-line for the contractor and decreasing the time available for the A/E consultants.

Methods for Meeting Deliverable Milestones

STV's experience on projects of similar complexity and schedule criteria permits our team to share methods that have proven valuable in meeting challenging deliverable milestones.

For several STV post-Sandy projects it has been appropriate to determine the Project Scope as two sets of actions: Critical and Non-Critical. The specifications are prepared for all items and are phased

to assure critical items are accomplished to meet the project's schedule criteria.

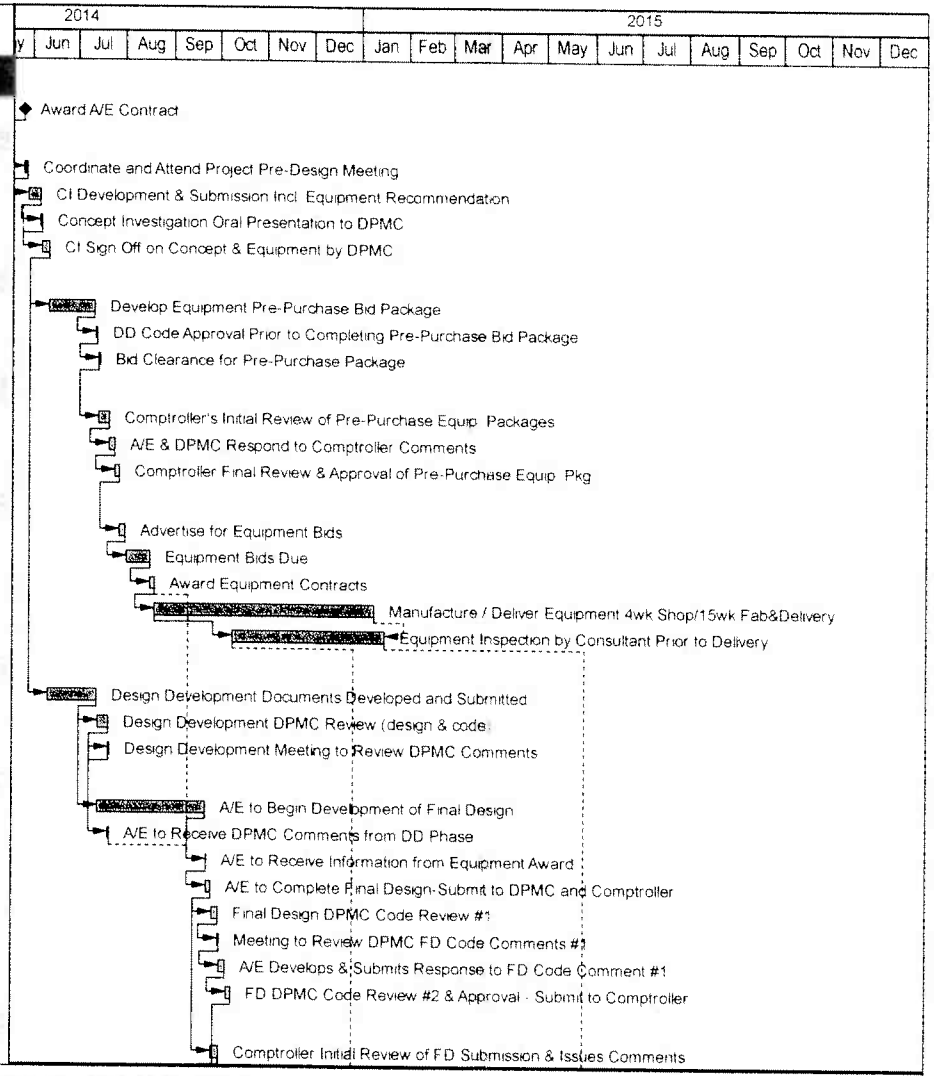
For STV's Bronx Mental Health project, STV utilized fast tracking procurement; ensuring that early bid packages for items such as piles and long-lead items such as elevators and windows would contribute to meeting schedule criteria.

The design team understands how to listen to clients so that work is done once and done correctly, avoiding time consuming re-work.

An important strategy utilized for most of STV's recent projects in coordinating STV and subconsultant professionals has been to schedule regular "decision tracking" design team meetings where issues are raised, noted on a to-do list, accomplished, and removed from the list as completed.

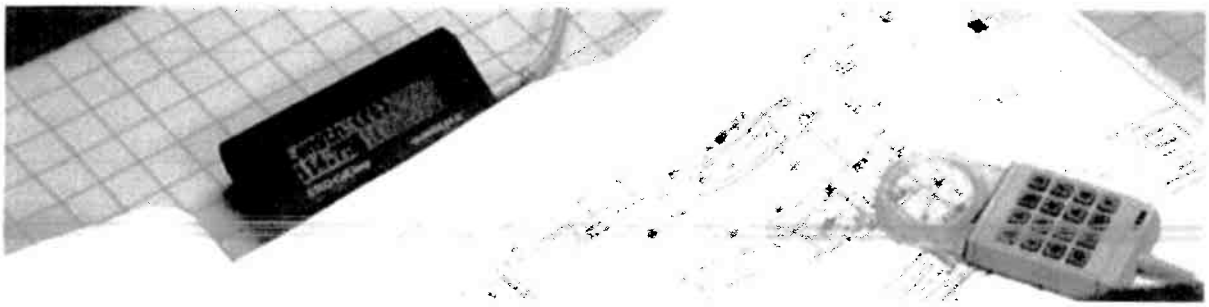
Most importantly, STV has been working with the DPMC for many years on a number of projects. Our successful working relationship prepares our team for an immediate working knowledge of safety standards, program requirements, and building system preferences. We know who to reach out to when decisions and coordination are important in meeting scheduling demands. We are confident that our DPMC/Terminal Building Team can make decisions in a timely manner that can support challenging schedule criteria.

Activity ID	Activity Name	Orig Dur	Start	Finish
CRRNJ TERMINAL MEP & INTERIOR RESTORATION				
1100	Award A/E Contract	0	26-May-14	
Concept Investigation Phase				
1105	Coordinate and Attend Project Pre-Design Meeting	3	26-May-14	28-May-14
1110	CI Development & Submission Incl Equipment Recommendation	8	29-May-14	05-Jun-14
1112	Concept Investigation Oral Presentation to DPMC	1	06-Jun-14	06-Jun-14
1122	CI Sign Off on Concept & Equipment by DPMC	5	07-Jun-14	11-Jun-14
Equipment Pre-Purchase Design Phase				
1200	Develop Equipment Pre-Purchase Bid Package	30	12-Jun-14	11-Jul-14
1220	DD Code Approval Prior to Completing Pre-Purchase Bid Package	2	12-Jul-14	13-Jul-14
1230	Bid Clearance for Pre-Purchase Package	2	14-Jul-14	15-Jul-14
Equipment Pre-Purchase Comptroller Review				
1300	Comptroller's Initial Review of Pre-Purchase Equip Packages	7	14-Jul-14	20-Jul-14
1320	A/E & DPMC Respond to Comptroller Comments	4	21-Jul-14	24-Jul-14
1330	Comptroller Final Review & Approval of Pre-Purchase Equip Pkg	3	25-Jul-14	27-Jul-14
Equipment Pre-Purchase Bidding and Award Phase				
1420	Advertise for Equipment Bids	4	28-Jul-14	31-Jul-14
1430	Equipment Bids Due	16	01-Aug-14	16-Aug-14
1440	Award Equipment Contracts	3	17-Aug-14	19-Aug-14
1450	Manufacture / Deliver Equipment 4wk Shop/15wk Fab&Delivery	143	20-Aug-14	09-Jan-15
1460	Equipment Inspection by Consultant Prior to Delivery	100	09-Oct-14	16-Jan-15
Project Design Development Phase				
1310	Design Development Documents Developed and Submitted	32	12-Jun-14	13-Jul-14
1340	Design Development DPMC Review (design & code)	7	14-Jul-14	20-Jul-14
1350	Design Development Meeting to Review DPMC Comments	1	21-Jul-14	21-Jul-14
Project Final Design Phase				
1840	A/E to Begin Development of Final Design	71	14-Jul-14	22-Sep-14
1835	A/E to Receive DPMC Comments from DD Phase	1	21-Jul-14	21-Jul-14
1845	A/E to Receive Information from Equipment Award	1	23-Sep-14	23-Sep-14
1855	A/E to Complete Final Design-Submit to DPMC and Comptroller	4	23-Sep-14	26-Sep-14
1865	Final Design DPMC Code Review #1	4	27-Sep-14	30-Sep-14
1805	Meeting to Review DPMC FD Code Comments #1	1	01-Oct-14	01-Oct-14
1815	A/E Develops & Submits Response to FD Code Comment #1	4	02-Oct-14	05-Oct-14
1825	FD DPMC Code Review #2 & Approval - Submit to Comptroller	4	06-Oct-14	09-Oct-14
Project Comptroller Review				
1850	Comptroller Initial Review of FD Submission & Issues Comments	5	27-Sep-14	01-Oct-14



Actual Work | Critical Longest Path | Remaining Work | Milestone

COST ESTIMATING/ BUDGET CONTROL



The STV team will provide cost estimates for all project phases. Our specialty subconsultant VJ Associates will prepare detailed estimates and STV's in-house cost estimators, as part of the STV Project Controls Group, will provide independent cost estimates, as required, to a value-added check and balance system. Our team has the capability to perform comprehensive cost estimating at any point during the project and at any level of detail required. We know the importance of accurate cost estimates during all phases of design by applying current construction cost data and practices.

Our team's cost estimators are experienced in all disciplines and have hands-on knowledge of current methodology and practices. They use computer-based systems to develop costs by component (labor-crew based, equipment, and material); by any level of the project Work Breakdown Structure (WBS); and by area, phase, or building component including CSI or Uniformat (Elemental), all of which facilitates deriving cost per component for the review process or development of cost modeling.

The STV team will provide rough order of magnitude (ROM) estimates in support of the first design phase to assist in comparing the costs among various design alternatives. Accurate documentation of the basis for design is important, as this estimate will become part of the project baseline.

As each part of the design process proceeds through its successive milestones, our team will update the estimates of successive construction or procurement packages. These updates can occur immediately prior to release of the relevant milestone documents and can be incorporated into the Current Working Estimate of the project. Since successive estimates usually differ from earlier estimates, reconciliation of these estimate updates will be of utmost importance to project management to determine the steps necessary to maintain the budget.

At design milestones, and based on trend forecasting between estimates, the STV team will identify and report to the DPMC any potential increases to the budget, along with recommendations to reduce the cost back to the target. Definitive guidelines and standards for preparing these estimates will include provisions for chart of accounts, estimate format, accepted data sources, methodology for handling direct and indirect costs, contingency assignment, risk assessment, and escalation considerations. A formal estimate review process will require that estimators submit their work for review and address comments by the respective designers and other staff.

For the final design submission, our estimators will prepare cost estimates in the same format that is required for the contract bid documents. This estimate will serve as a comparison to the bid prices submitted by contractors and will aid in determining that the lowest responsive and responsible bid is fair and reasonable.

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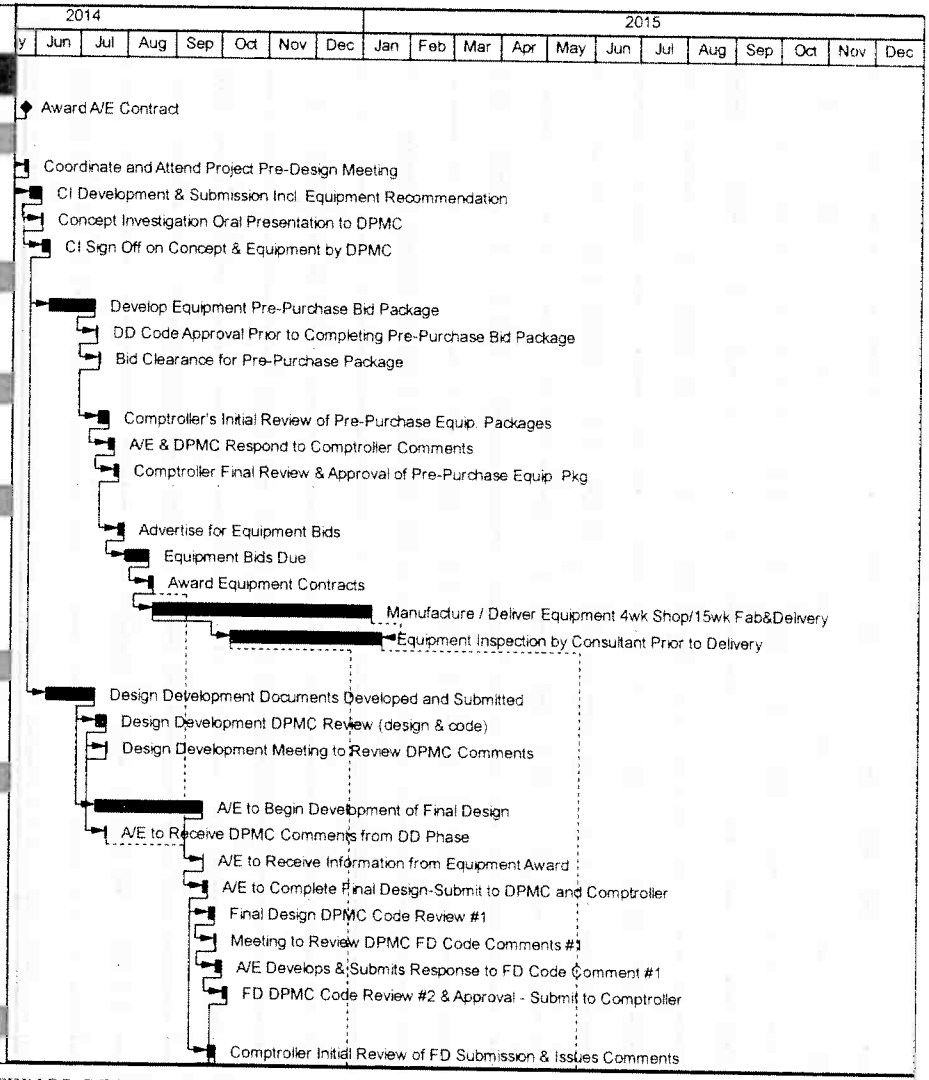
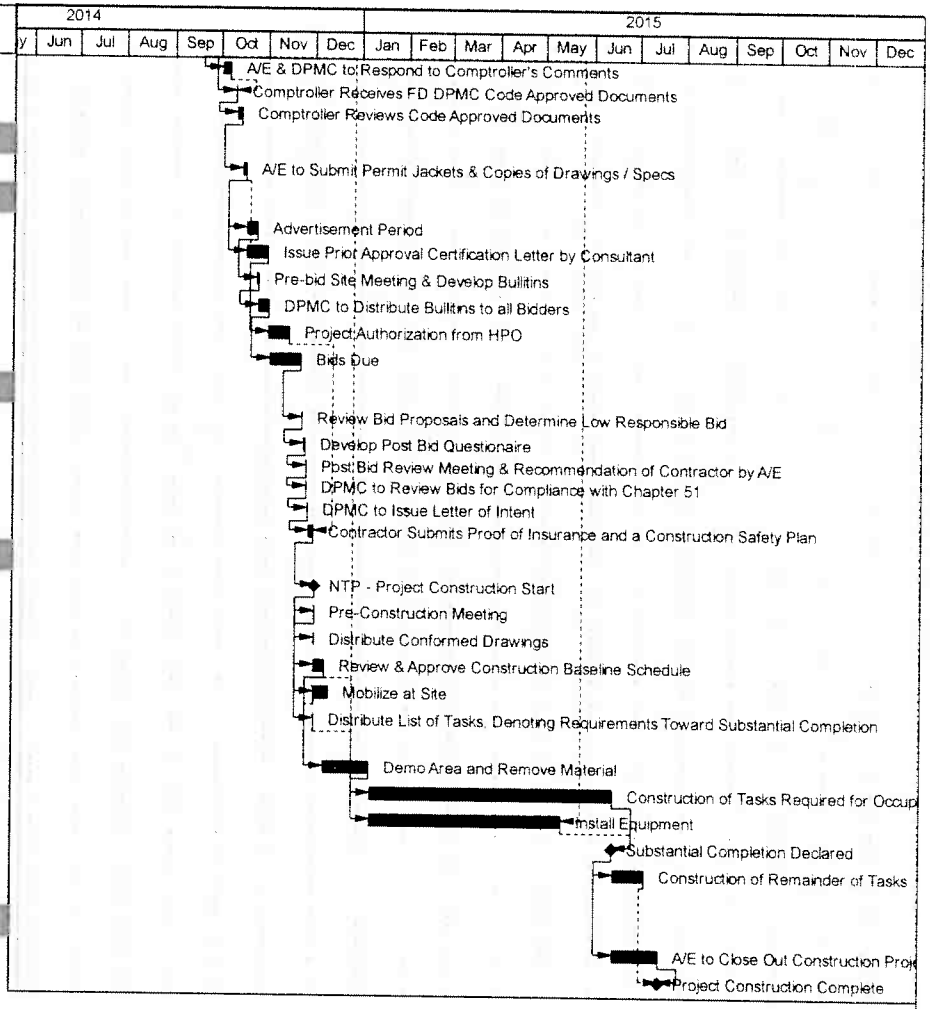


Actual Work Critical Longest Path
Remaining Work Milestone

Activity ID	Activity Name	Orig Dur	Start	Finish
1875	A/E & DPMC to Respond to Comptroller's Comments	5	02-Oct-14	06-Oct-14
1885	Comptroller Receives FD DPMC Code Approved Documents	1	10-Oct-14	10-Oct-14
1895	Comptroller Reviews Code Approved Documents	4	11-Oct-14	14-Oct-14
Project: Bid Clearance Phase				
1500	A/E to Submit Permit Jackets & Copies of Drawings / Specs.	3	15-Oct-14	17-Oct-14
Project Bid Phase				
1400	Advertisement Period	7	18-Oct-14	24-Oct-14
1402	Issue Prior Approval Certification Letter by Consultant	14	18-Oct-14	31-Oct-14
1410	Pre-bid Site Meeting & Develop Bullitins	1	25-Oct-14	25-Oct-14
1411	DPMC to Distribute Bullitins to all Bidders	7	26-Oct-14	01-Nov-14
1405	Project Authorization from HPO	14	01-Nov-14	14-Nov-14
1412	Bids Due	21	02-Nov-14	22-Nov-14
Project Award Phase				
1605	Review Bid Proposals and Determine Low Responsible Bid	1	23-Nov-14	23-Nov-14
1602	Develop Post Bid Questionaire	2	24-Nov-14	25-Nov-14
1600	Post Bid Review Meeting & Recommendation of Contractor by A/E	1	26-Nov-14	26-Nov-14
1620	DPMC to Review Bids for Compliance with Chapter 51	1	26-Nov-14	26-Nov-14
1610	DPMC to Issue Letter of Intent	1	27-Nov-14	27-Nov-14
1630	Contractor Submits Proof of Insurance and a Construction Safety Plan	4	28-Nov-14	01-Dec-14
Construction Phase				
1700	NTP - Project Construction Start	0	02-Dec-14	
1728	Pre-Construction Meeting	1	02-Dec-14	02-Dec-14
1740	Distribute Conformed Drawings	1	02-Dec-14	02-Dec-14
1730	Review & Approve Construction Baseline Schedule	7	02-Dec-14	08-Dec-14
1712	Mobilize at Site	10	02-Dec-14	11-Dec-14
1915	Distribute List of Tasks, Denoting Requirements Toward Substantial Completion	1	02-Dec-14	02-Dec-14
1714	Demo Area and Remove Material	30	09-Dec-14	07-Jan-15
1710	Construction of Tasks Required for Occupancy	159	08-Jan-15	15-Jun-15
1718	Install Equipment	125	08-Jan-15	12-May-15
1810	Substantial Completion Declared	0		15-Jun-15*
1905	Construction of Remainder of Tasks	21	16-Jun-15	06-Jul-15
Project Close Out				
1820	A/E to Close Out Construction Project	31	16-Jun-15	16-Jul-15
1830	Project Construction Complete	0		16-Jul-15



Actual Work | Critical Longest Path
Remaining Work | Milestone