December 6, 2024

New Jersey Sports and Exposition Authority
Engineering Office at 50 State Route 120
East Rutherford, NJ 07073

Reference: **NJSEA Project No. PS/CN 295**
"Meadowlands North Pedestrian Bridge Design-Build Contract"

Attention: **John Duffy, PE – Vice President**

Creamer- Sanzari, JV (CSJV) is pleased to present herein our proposal to be considered as the design-build contractor for the above referenced project. The attached proposal includes a comprehensive and detailed response to the two volumes of proposal books, addendums, and RFI responses.

With over four (4) decades of experience working in and around the Meadowlands Sports Complex for a multitude of public and private entities, we are extremely confident of our ability to partner with all stakeholders to deliver this project in a safe and efficient manner. Although CSJV fully understands and embraces the concept that the "Show Must Go On" for the plethora of events to be held at the complex over the next 18 months, we understand that no event has greater significance on the world stage than the Summer of 2026 FIFA World Cup at MetLife Stadium that will require this bridge to be utilized.

CSJV would like to thank NJSEA for this opportunity, and looks forward to having extensive dialogue over the next few days.

Respectfully Submitted,

Creamer-Sanzari, JV.

Jo Ann M. Sanzari

Vice President of Joseph M. Sanzari, Inc.

Martin Downs, PE

President of J. Fletcher Creamer & Son, Inc.

Design-Build Service for New Pedestrian Bridge
ENVELOPE #1 - MINIMUM QUALIFICATIONS DOCUMENTS

Creamer-Sanzari a Joint Venture



New Meadowlands Stadium Company, LLC

- - -

New Jersey Sports & Exposition Authority

CREAMER - SANZARI
JMS
A JOINT VENTURE







- ENVELOPE #1– DESIGN-BUILD TEAM FORM -

This completed form should identify key members of the Proposer's design-build team and demonstrate that the Proposer and/or Proposer Team Members can complete the majority of engineering design services, architectural design services, regulatory approval services and construction services. If Proposer is a joint venture, list joint venture name for Proposer and complete joint venture information on the following page.

	Entity Name *List Full Legal Name*	**Proposed Role** *Check as Applicable*	**EIN**
Proposer	Creamer-Sanzari, a Joint Venture	☐ Engineering Design Services ☐ Architectural Design Services ☒ Regulatory Approval Services ☒ Construction Services	[redacted]
Proposer Team Member	AECOM Architects & Engineers (NJ), Inc.	☒ Engineering Design Services ☒ Architectural Design Services ☒ Regulatory Approval Services ☐ Construction Services	[redacted]
Proposer Team Member		☐ Engineering Design Services ☐ Architectural Design Services ☐ Regulatory Approval Services ☐ Construction Services	
Proposer Team Member		☐ Engineering Design Services ☐ Architectural Design Services ☐ Regulatory Approval Services ☐ Construction Services	
Proposer Team Member		☐ Engineering Design Services ☐ Architectural Design Services ☐ Regulatory Approval Services ☐ Construction Services	

- ENVELOPE #1– DESIGN-BUILD TEAM FORM -

	Entity Name *List Full Legal Name*	**Proposed Role** *Check as Applicable*	**EIN**
Proposer Team Member		☐ Engineering Design Services ☐ Architectural Design Services ☐ Regulatory Approval Services ☐ Construction Services	

Joint Venture Information *(if applicable)*

Provide the following information for the Joint Venture:

Entity Name *List Full Legal Name*	**Business Address**	**EIN**	**Joint Venture Ownership Percentage**
* Creamer-Sanzari, a Joint Venture is its own company, formed in 2004, with its own EIN, Business Registration Certificate, Public Works Registration Certificate, etc. However, we have provided the two member organization's information below:			
Joseph M Sanzari, Inc.	100 W. Franklin Street Hackensack, NJ 07601	[redacted]	*49.99 %
J. Fletcher Creamer & Son, Inc.	101 East Broadway Hackensack, NJ 07601	[redacted]	*50.01 %

STATE OF NEW JERSEY
BUSINESS REGISTRATION CERTIFICATE

Taxpayer Name:	JOSEPH M. SANZARI, INC.
Trade Name:	
Address:	100 WEST FRANKLIN STREET HACKENSACK, NJ 07601
Certificate Number:	0100759
Effective Date:	February 28, 1985
Date of Issuance:	April 12, 2018

For Office Use Only:

20180412103246656

STATE OF NEW JERSEY
BUSINESS REGISTRATION CERTIFICATE

Taxpayer Name:	J. FLETCHER CREAMER & SON, INC.
Trade Name:	
Address:	101 EAST BROADWAY HACKENSACK, NJ 07601-6851
Certificate Number:	0097009
Effective Date:	June 16, 1954
Date of Issuance:	March 03, 2020

For Office Use Only:

20200303115440512

STATE OF NEW JERSEY
BUSINESS REGISTRATION CERTIFICATE

Taxpayer Name:	AECOM ARCHITECTS & ENGINEERS (NJ), INC.
Trade Name:	
Address:	605 THIRD AVENUE NEW YORK, NY 10158-0180
Certificate Number:	1580471
Effective Date:	August 05, 2010
Date of Issuance:	July 19, 2023

For Office Use Only:

20230719115816426

11/01/06

Taxpayer Identification# [redacted]

Dear Business Representative:

Congratulations! You are now registered with the New Jersey Division of Revenue.

Use the Taxpayer Identification Number listed above on all correspondence with the Divisions of Revenue and Taxation, as well as with the Department of Labor (if the business is subject to unemployment withholdings). Your tax returns and payments will be filed under this number, and you will be able to access information about your account by referencing it.

Additionally, please note that State law requires all contractors and subcontractors with Public agencies to provide proof of their registration with the Division of Revenue. The law also amended Section 92 of the Casino Control Act, which deals with the casino service industry.

We have attached a Proof of Registration Certificate for your use. To comply with the law, if you are currently under contract or entering into a contract with a State agency, you must provide a copy of the certificate to the contracting agency.

If you have any questions or require more information, feel free to call our Registration Hotline at (609)292-1730.

I wish you continued success in your business endeavors.

Sincerely,

James J. Fruscione

James J. Fruscione
Acting Director
New Jersey Division of Revenue

STATE OF NEW JERSEY

BUSINESS REGISTRATION CERTIFICATE

DEPARTMENT OF TREASURY/
DIVISION OF REVENUE
PO BOX 252
TRENTON, N J 08646-0252

TAXPAYER NAME:

CREAMER-SANZARI JOINT VENTURE

TRADE NAME:

ADDRESS:

101 EAST BROADWAY
HACKENSACK NJ 07601-6846

SEQUENCE NUMBER:

1115498

EFFECTIVE DATE:

01/01/04

ISSUANCE DATE:

11/01/06

James J. Fruscione

Acting Director
New Jersey Division of Revenue

FORM-BRC(08-01)

This Certificate is NOT assignable or transferable. It must be conspicuously displayed at above address.

Certification 39626

CERTIFICATE OF EMPLOYEE INFORMATION REPORT

RENEWAL

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of 15-APR-2022 to 15-APR-2025

CREAMER-SANZARI, A JOINT VENTURE
101 EAST BROADWAY
HACKENSACK NJ 07601

ELIZABETH MAHER MUOIO
State Treasurer

Certification 472

CERTIFICATE OF EMPLOYEE INFORMATION REPORT

RENEWAL

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of 15-JUL-2021 to 15-JUL-2024

J. FLETCHER CREAMER & SON, INC.
101 EAST BROADWAY
HACKENSACK NJ 07601 6846

ELIZABETH MAHER MUOIO
State Treasurer

Certification **19000**

CERTIFICATE OF EMPLOYEE INFORMATION REPORT

RENEWAL

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of **15-May-2022** to **15-May-2025**

JOSEPH M. SANZARI, INC.
100 WEST FRANKLIN STREET
HACKENSACK NJ 07601

ELIZABETH MAHER MUOIO
State Treasurer

- ENVELOPE #1 – NJ DOT EXPERIENCE FORM -

Proposers must identify prior successfully completed New Jersey Department of Transportation (NJDOT) contracts, by the Proposer or Proposer Team Member, for engineering design as a Prime Consultant with NJDOT and construction experience as a Prime Contractor with NJDOT.

Proposer or Proposer Team Member Name	Contract Name Contract Number Contract Value Reference Name Phone Number	Project Description and Location	Completion Date
AECOM	**NJDOT Route US 130 Bridge over Raccoon Creek, Logan Township, NJ** Contract #011983440 Value: $56M Reference: Pankesh Patel, Executive Regional Manager, NJDOT Phone: [redacted]	To enhance the safety on the Route 130 corridor in Gloucester County, NJDOT retained AECOM to design the replacement of an existing 70-year old vertical lift bridge with a new fixed span bridge. Other improvements have included controlled modulus column ground improvement, mechanically stabilized earth (MSE) retaining walls and stormwater management basins. The Raccoon Creek Movable Bridge crosses a tidal navigable waterway close to extensive wetlands, parkland and a historic district. AECOM's bridge design experts reviewed NJDOT's preliminary design for the new structure to determine any design innovations that might help accelerate the schedule or reduce construction costs. Services have included structural design, geotechnical engineering, utility relocation coordination, roadway design, environmental permitting and community outreach. AECOM was responsible for preparation of contract plans, supplemental specifications and estimates for the final design of the bridge replacement using staged construction. The proposed new bridge will be a fixed four-span continuous steel plate girder structure (110'-130'-110'-110') in accordance with AASHTO/NJDOT Bridge and Structure Design Manuals. The final design includes engineering and detailing of the bridge superstructure, piers, abutments, cofferdams and fender system for the navigable channel in accordance with AASHTO/NJDOT Bridge and Structure Design Manuals, NJDOT Standard Specifications for Road and Bridge Construction, NJDOT Standard Construction Details for Roadway-Traffic Control-Bridge, AASHTO Load Resistance Factor Design (LRFD) Design Specifications and FHWA Standards. The project also included MSE retaining walls at all four corners of the bridge, a column supported embankment system at the south approach and a fishing pier at the existing north abutment. Design responsibilities included the evaluation of soil improvement methods, which included column supported embankments, and the use of lightweight fill for the proposed embankments and retaining walls.	2013-Ongoing

		Tasks also included foundation analysis for bridge structures on pile foundations, sign structures on spread footings, analysis of retaining walls (MSE Walls and PMW walls), and design of sheet pile wall for bulkhead, temporary cofferdams for bridge foundations, slope stability of roadway embankments, settlement analysis, soil stabilization of embankments during staged construction and pavement design.	
AECOM	**NJDOT Route 139, Contract 2, Jersey City, NJ** Contract #001970190 Value: $80M Reference: William Eric Neu, Construction Field Manager, NJDOT Region North Construction Phone: [redacted]	AECOM was responsible for the supervision of the preparation of final contract plans, specifications, calculations, and estimate for the deck replacement (AASHTO LRFD Design), structural rehabilitation and seismic retrofit of the 12th and14th Viaducts. Since the project site is half a mile west of the Holland Tunnel, a separate shoulder structure was designed to carry westbound traffic while replacing the existing concrete deck of both viaducts. The 14th Street Shoulder Structure included curved, weathering steel plate girders, hammerhead pier caps, 6-foot diameter concrete drilled shafts and 5.5 foot diameter rock sockets. The construction of the drilled shafts of the shoulder structure cut through timber piles supporting the existing 14th Street Viaduct. Vibration monitoring was used to check any possible movement of the existing structure during foundation construction. The deck replacement for 12th and 14th Street Viaducts involved complex staging using long term cast-in-place deck replacement with high performance concrete (HPC) as well as high-early strength (HES) concrete during weekends. Latex modified concrete (LMC) overlays were used to protect HES deck areas. Seismic retrofits, strengthening and repairs were made to various steel superstructure and substructure elements including trusses, edge girders, floorbeams, stringers, brackets, columns and base plates. Maintenance and protection of traffic was used in order to maintain 3 eastbound lanes and 2 westbound lanes during the morning rush hour, 2 eastbound lanes and 3 westbound lanes during the evening rush hour on 12th and 14th Street Viaducts as well as 2 eastbound and 2 westbound traffic lanes on the New Jersey Turnpike Northbound and Southbound Entrance and Exit Ramps.	

- ENVELOPE #1 – NJ DOT EXPERIENCE FORM -

Proposers must identify prior successfully completed New Jersey Department of Transportation (NJDOT) contracts, by the Proposer or Proposer Team Member, for engineering design as a Prime Consultant with NJDOT and construction experience as a Prime Contractor with NJDOT.

Proposer or Proposer Team Member Name	Contract Name Contract Number Contract Value Reference Name Phone Number	Project Description and Location	Completion Date
Creamer - Sanzari	**NJDOT Route 120 / Paterson Plank Rd Improvements, Secaucus, NJ** Contract # 002043262 Value: $36M Reference: Phil Petrowski, Executive, NJDOT Phone: [redacted]	CSJV was called upon to be the solution for NJDOT on their Route 120 and Paterson Plank Road improvement project. This contract consisted of the following main scopes of work. The bulk of this work was self-performed by the CSJV Joint Venture. - Roadway Widening and Improvements: The project included widening Route 120 and Paterson Plank Road to accommodate additional lanes and improve traffic flow. This also involved the construction of an exclusive right-turn lane from Paterson Plank Road to Gotham Parkway. All road work had to be completed while maintaining live traffic and reducing impact to the motoring public. - Bridge Rehabilitation: Two bridges were rehabilitated as part of this project. The bridge over Route 17 required deck replacement and widening of the southbound lane, while the bridge over the NJ Transit railroad line (Pascack Valley Line) required deck replacement and lane widening on both sides. - Utility Relocation: Significant utility relocation was necessary to accommodate the new roadway and bridge structures. This included moving utilities away from the highway to minimize future disruptions. - Traffic Management: Throughout the construction, measures were taken to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - Misc. Infrastructure Improvements: The project also included drainage improvements, road surfacing, retaining walls, traffic signals, traffic monitoring devices, median, signage, sidewalk, and landscaping.	Sept. 2010

Creamer - Sanzari	**NJDOT DP09-108** **Reconstruction of Route 46 Bridges / Roadway, Clifton , NJ** Contract # 1008209 Value: $26M Reference: Carl Kneidinger Phone: [redacted]	Creamer Sanzari was awarded the contract to replace five (5) bridges along Route 46. There were several critical compenents of this work. The bulk of this work was self-performed by CSJV. - Bridge Replacement: The project included the replacement of five (5) bridge structures along Route 46. These bridges required upgrades to improve their physical condition and vertical clearance. - Roadway Realignment and Widening: Route 46 was realigned and widened to enhance traffic flow and safety. This included the addition of wider shoulders, acceleration, deceleration, and auxiliary lanes. - Interchange Improvements: At the Route 3/Route 46 interchange, a new three-lane section of Route 3 replaced the existing two-lane connections. The interchange also features a new signalized intersection, and a multi-lane roundabout to improve traffic management. - Utility Relocation: Significant utility relocations were required to accommodate the new roadway and bridge structures. (water, gas, electric, telecom) This included moving utilities away from the highway to minimize future disruptions. - Traffic Management: Throughout the construction, measures were taken to keep the highway open to motorists, minimizing traffic disruptions.	Dec. 2015
Creamer - Sanzari	**NJDOT Route 3 Over Passaic River Bridge, Rutherford / Clifton , NJ** Contract # 053993090 Value: $167M Reference: Phil Petrowski Phone: [redacted]	The Route 3 Passaic River Bridge Replacement Project was awarded to the Creamer Sanzari Joint Venture by NJDOT, and featured the following major scopes of work. The bulk of this work was self-performed by CSJV. - Bridge Replacement: The primary task was replacing the existing moveable bridge with a new 1,200 LF long fixed-span bridge. This new structure provided 30-foot vertical clearance over the Passaic River and featured three 12-foot lanes of traffic in each direction, along with two additional 12-foot auxiliary lanes. - Safety and Congestion Improvements: One of the project's goals was to enhance safety and reduce congestion by upgrading acceleration and deceleration lanes, as well as roadway shoulders. A total of 15 new acceleration and deceleration lanes were constructed as a part of this project. - Noise Barriers: Construction of noise barriers along Route 3 in Rutherford, Lyndhurst, and Clifton were completed to mitigate the impact of traffic noise on surrounding communities. - Additional Bridge Repairs: The project also includes repairs and upgrades to five other bridge structures within the project limits, such as Route 3 over Third River, River Road, NJ TRANSIT Main Line, Route 21 ramps, and Ridge Road. - Traffic Management: Throughout the construction, three lanes of Route 3 remained open in both directions during daytime and peak hours to minimize disruption. Nighttime lane closures were managed to avoid significant traffic delays. Work on the ancillary structures were also completed while maintaining live traffic access.	Feb. 2020

Creamer - Sanzari	**NJDOT Route 46 & 3 - Little Falls, NJ** Contract # 059123010 Value: $57M Reference: Michael Everett Email: [redacted]	Creamer Sanzari's scope of work on the Route 46 and Route Interchange project consisted of the following elements and was largely self-performed by CSJV. - Interchange Realignment and Widening: The project includes the realignment and widening of Route 46 to improve traffic flow and safety. This involves the construction of wider shoulders, acceleration, deceleration, and auxiliary lanes. Over 4,000 LF of new county roadway was installed as a part of the roadwork. - Bridge Construction: Four new bridge structures were built to support the redesigned interchange. CSJV performed rock blasting in order to install the bridge supports. Five (5) MSE walls were installed in support of the bridge approaches as well. - New Interchange Features: The new interchange design included a three-lane section of Route 3 to replace the existing two-lane connections, a new signalized intersection, and a multi-lane roundabout to enhance traffic management. - Traffic Management: Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures, traffic shifts and night / weekend work as needed. - Utility Relocation: Utilities in the project area were relocated to accommodate the new infrastructure, ensuring that the construction could proceed without major interruptions and ensuring a more serviceable layout in the future. Over 3,000 LF of large diameter water mains (42", 48" and 51") were installed as a part of this work. Additionally, over 4,000 LF of gas mains were relocated in order to complete this work. Lastly, over 50,000 LF of new electric, telephone and cable duct banks were installed to complete the utility work.	May 2021
Creamer – Sanzari	**Jones Road Bridge Replacement, Englewood, NJ** Contract # 072029030 Value: $22M Reference: Cristina Morisete-Garcia Email: [redacted]	Creamer Sanzari is currently engaged in constructing the full replacement of > 200' long Jones Road Bridge of NJ Route 4 in Englewood, NJ. The project consists of the following items and was largely self-performed by the CSJV Joint Venture. - The complete removal and replacement of the piers, abutments, stringers, floor beams and bridge deck. In addition, approximately 6,000 CY of rock removal and rock bolts will be required to accomodate the new set back abutments. - Four (4) active utilities are being relocated are being relocated as part of the scope of work as well. - New lighting, achitectural features and storm / sewer are also part of the overall project. To date, CSJV has completed phases of the demolition and removal work, as well as the first phases of construction of the piers, abutments and bridge deck.	2024 In Progress

- ENVELOPE #1 – GOVERNMENT DESIGN-BUILD EXPERIENCE FORM -

Proposers must identify prior successfully completed design-build contract experience, for the Proposer or Proposer Team Member, as a **Prime Design-Builder**, for a government entity for a project involving a bridge, roadway or related structure. Identify design subconsultant if any were retained by the Proposer or Proposer Team Member.

Proposer or Proposer Team Member Name	Contract Name Contract Number Contract Value Reference Name Phone Number	Project Description and Location Subconsultant(s) *if applicable*	Completion Date
Creamer - Sanzari	**New Meadowlands Stadium Company Original Grandstand Demolition / Site Improvements – East Rutherford, NJ** Contract # N/A Value: $30M Reference: Dave Forti [redacted] John Duffy [redacted]	Joseph M. Sanzari, Inc. was awarded the contract for the Original Grandstand Demolition & Site Improvements Project in 2022. This was an excelerated timeline contract to demolish the existing 150,000 + SF Grandstand and large Site Improvements to build a new roadway and parking lots in its place. The demolition of the existing building was a Design/Build project which Sanzari, along with our demolition subcontractor, Gramercy, executed. The demolition was completed in phases without the use of explosives due to the close proximity of the existing and active Meadowlands Racetrack. Throughout the course of the entire project of Demolition and Site Work Construction, Sanzari and our subcontractors worked around the active event schedules of both MetLife Stadium and the Meadowlands Racetrack.	August 2023
Creamer - Sanzari	**MetLife Stadum** **Pedway Renovation Project – East Rutherford, NJ** Contract # N/A Value: $600k Reference: Mike Miller [redacted]	Joseph M. Sanzari, Inc. was contracted by MetLife Stadium for the Design/Build Construction of a New Concrete Pedestrian Walkway. The walkway stretched from the MetLife Gate Stadium Entrance to the Outer Loop Roadway between lots G & F. This project was based off preliminary designs prepared by Langan Engineering. Sanzari completed the design, utilizing colored concrete patterns and a white concrete curb down the center of the pedway which lined up with the 50 Yard Line of the MetLife Field.	August 2024
Creamer - Sanzari	**EPC Lake DeForest Pump Station - Lake Deforest, NY** Contract # N/A Value: $45.5M Reference: Anthony Delescinskis email:[redacted]	J. Fletcher Creamer & Son, Inc. was contracted by Veolia to act as their EPC contractor for the construction of a new pump station in Lake DeForest, NY. This project features the design, construction and implementation of a pre-oxidation treatment system and facility, a powder activated carbon treatment system with mechanized rapid mixing features, and the modification and replacement of existing filter	July 2024

		underdrains and filter media. To increase existing and future plant efficiency, this project also features the replacement of existing raw water pumping equipment, the installation of new automated de-sludging system to improve the existing dissolved air flotation system, and the replacement of the existing traveling water intake screen for debris removal. J. Fletcher Creamer's subconsultant was **Gannett Fleming** for this scope of work.	
Creamer - Sanzari	**Suez PFAS Compliance Projects A, E, F, I, H – Putnam County, NY** Contract # N/A Value: $25M Reference: Steven Garabed, PE Email: [redacted]	Creamer was selected by Veolia as the EPC contractor for upgrades to existing wells in order to comply with state drinking water regulations. The project included designing and constructing foundations and a pre-engineered building to house the GAC vessels that will be used for the treatment. The team analyzed the existing system's hydraulics and upgraded the well pumps or added booster pumps in order to maintain the plant capacity. Chemical treatment rooms were added to each building as part of the design. The design team also made provisions for future PFAS or other contaminant upgrades at the well sites. The schedule for the project was very aggressive and the Design Build approach allowed the project team to move forward with submittals and procurement for long lead items at 30% design while permitting was on going. In addition to procuring material during the permitting process we were able to receive materials on site ahead of time so that once we received the building permit we were able to get the foundations installed immediately. This approach also allowed the team to successfully collaborate with the owner to assure their requirements and needs were met. Our extensive knowledge and experience allowed us to successfully identify and mitigate any potential design or construction challenges ahead of time. Our subconsultant for this work was **Gannett Fleming**.	Apr. 2024
Creamer - Sanzari	**PSE&G Bergen to Linden Corridor Newark Bay Crossing via HDD – Bayonne / Elizabeth, NJ** Contract # N/A Value: $167M Reference: Phil Petrowski Phone: [redacted]	J. Fletcher Creamer & Son, Inc. was contracted by PSE&G to design and build two (2) 1-1/4 mile long horizontal directional drills underneath the Newark Bay for two (2) - 36" diameter casings, in which Creamer then installed a HDPE conduit bundle (which was then grouted in place). At the time of its construction, the two 6,700 LF sections installed under the Newark Bay were the longest continuous 345kV cable sections installed utilizing a trenchless installation method in North America. Also included in this scope were four (4) - 50' x 10' x 8' HDD anchor manholes. HDD designer (MS Engineering) worked as a consultant directly for the Creamer team.	Feb. 2020

Creamer - Sanzari	**Darling International, Inc.** **Construction of New Office Complex** **Newark, NJ** Contract # N/A Value: $4.5M Reference: William Frish [redacted]	Joseph M. Sanzari, Inc. was contracted by Darling International, Inc. to design and build a new office building and training facility at their Newark, NJ complex. JMS hired DMR Architects to design a 15,000 SF Office Building. JMS also hired Neglia Engineering to design all site improvements. JMS performed all construction for their complete new building, site improvements and installed a security booth at their gated entrance.	Nov. 2015
Creamer – Sanzari	**Jersey City Municipal Utilities Authority** **New York Ave from Intersection of Ravine Ave to South St. – 12" Water Main Relocation & New Storm Sewer** **Jersey City, NJ** Contract # N/A Value: $12M Reference: Rich Haytas [redacted]	Joseph M. Sanzari, Inc. was contracted by JCMUA to design and build a 12" Water Main relocation and new Storm Sewer along a section of New York Avenue in Jersey City. Dewberry Engineers produced a preliminary design for JCMUA. JMS hired Dewberry to complete the design and work with JMS through the completion of the contract. This contract involved deep excavations within the roadway to install new utilities along a busy corridor of Jersey City. Multiple Design changes occured throughout the project due to many unidentified utility crossings. The purpose of this contract was to releive a combined sewer system. JMS installed a new 42" Vylon Storm Sewer and connected it to existing storm drain systems. JMS also replaced all services from exsiting homes and buildings to the newley relocated 12" Water Main.	Feb. 2024
Creamer – Sanzari	**MetLife Stadium** **Perimeter Roadway Lighting Project** **Easter Rutherford, NJ** Contract # N/A Value: $2M Reference: Mike Miller [redacted]	Joseph M. Sanzari, Inc. was contracted by MetLife Stadium on a Design/Build basis to furnish and install 89 new perimeter light poles, foundations, and conduit along Berry Creek Road, J Plaza, and Valet Road. JMS hired Neglia Engineering to design engineer all Light Pole Replacement Plans, Electrical Plans and Structural Details for this contract. JMS performed all work without interuption to MetLife Stadiums event schedule, and while maintaining active lanes of traffic.	Sept. 2019
Creamer – Sanzari	**County of Bergen** **Various Emergency Replacement Contracts** Contract # N/A Value: $15M Reference: Joe Femia [redacted]	Joseph M. Sanzari, Inc. has been contracted by the County of Bergen for multiple contracts from 2020 through present day, on a design/build basis, for emergency repairs and or replacement of various culverts and bridges due to storm related damages. JMS worked with the County, Local Municipalities, and various design engineer firms throughout the past 4 years to replace/repair many structures damaged by severe weather.	2020 - 2024

- ENVELOPE #1 – BRIDGE CONSTRUCTION EXPERIENCE FORM -

Proposers must identify prior successfully completed bridge construction experience, for the Proposer or Proposer Team Member, as a **Prime Contractor**, for a vehicular, pedestrian or railroad bridge crossing an active roadway, waterway or other active transportation system.

Proposer or Proposer Team Member Name	Contract Name Contract Number Contract Value Reference Name Phone Number	Bridge Construction Project Description and Location	Completion Date
Creamer - Sanzari	**Route 120 / Paterson Plank Road Improvements, Secaucus, NJ** Contract # 002043262 Value: $35M Reference: Phil Petrowski Phone: [redacted]	CSJV was again called upon to be the solution for NJDOT on their Route 120 and Paterson Plank Road improvement project. This contract consisted of the following main scopes of work. The bulk of this work was self-performed by the CSJV Joint Venture. - Roadway Widening and Improvements: The project included widening Route 120 and Paterson Plank Road to accommodate additional lanes and improve traffic flow. This also involved the construction of an exclusive right-turn lane from Paterson Plank Road to Gotham Parkway. All road work had to be completed while maintaining live traffic and reducing impact to the motoring public. - Bridge Rehabilitation: Two bridges were rehabilitated as part of this project. The bridge over Route 17 required deck replacement and widening of the southbound lane, while the bridge over the NJ Transit railroad line (Pascack Valley Line) required deck replacement and lane widening on both sides. - Utility Relocation: Significant utility relocation was necessary to accommodate the new roadway and bridge structures. This included moving utilities away from the highway to minimize future disruptions. - Traffic Management: Throughout the construction, measures were taken to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - Misc. Infrastructure Improvements: The project also included drainage improvements, road surfacing, retaining walls, traffic signals, traffic monitoring devices, median, signage, sidewalk, and landscaping.	Sept. 2010

Creamer - Sanzari	**Improvements to Route 120 and Route 3, Carlstadt & East Rutherford, NJ** Contract #200131 Value: $24M Reference: Phil Petrowski Phone: [redacted]	Creamer Sanzari was hired by Meadowlands Management, LLC to complete modifications to the Route 120 and Route 3 Interchange. The bulk of this work was self-performed by the CSJV Joint Venture. Highlights of this scope of work are as follows: - Bridge Rehabilitation: The project required the rehabilitation of two bridges. The bridge over Route 17 involved deck replacement and widening of the southbound lane, while the bridge over the NJ Transit railroad line (Pascack Valley Line) required deck replacement and lane widening on both sides. - Roadway Widening and Improvements: The project included widening Route 120 and Route 3 to accommodate additional lanes and improve traffic flow. This also involved the construction of new ramps and the realignment of existing ones to enhance connectivity. - Utility Relocation: Significant utility relocation was necessary to accommodate the new roadway and bridge structures. This included moving utilities away from the highway to minimize future disruptions. - Traffic Management: Throughout the construction, measures were taken to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. Additionally, working over NJ Transit's rail line involved constant coordination with the Agency to ensure safety and continued rail service. • - Additional Infrastructure Improvements: The project also included drainage improvements, road surfacing, retaining walls, traffic signals, traffic monitoring devices, median, signage, sidewalk, and landscaping.	Feb. 2011
Creamer - Sanzari	**NJ Turnpike Hudson County Extension Projects 1 & 2** Contract #T869.120.201 & 202 Value: $150M Reference: Jason Massa (Project Engineer) Email: [redacted]	The Creamer Sanzari Joint Venture completed another successful, large scale Heavy Highway Project for the NJTA. The project was located on the Newark Bay Hudson County Extension between Milepost N5.80-N8.20 and consisted of the following highlights. The bulk of this work was self-performed by CSJV. - Structural Steel: Structural steel strengthening and steel repairs / repainting were completed along the entirety of the project. - Bridge Deck Replacement: 1.1 miles of bridge deck and parapet replacement was completed, including seismic retrofitting of the existing footings, spall repairs. Over 5,100 CY of concrete bridge deck was replaced, including over 2 millions pounds of new rebar. - Modification to Toll Plazas: Precast concrete slab installation at the interchange 14C toll plaza and drainage improvements were an integral part of this project. Over 1,200 precast concrete slabs were installed utlizing HICC cycles between Friday at 8PM and Monday at 5AM. - Traffic Control & Construction Protection: The project team had to temporarily support the structures with jacking towers in order to replace 470 bearings and concrete pads (the existing concrete piers required over 6,200 SF of spall repairs). Throughout construction, traffic was maintained by use of lane closures and shifts, as well as HICC cycles in order to reduce congestion in one of the state's most travelled roadways.	March 2021

Creamer - Sanzari	**NJ Turnpike Interchange 16W / Route 3 Ramp, East Rutherford, NJ** Contract #T200.017 Value: $50.5M Reference: Jason Massa (Project Engineer) Email: [redacted]	Creamer Sanzari was awarded the contract for the Interchange 16W upgrades in East Rutherford, NJ; work for this project commenced in April of 2008. Highlights of the scope of work are outlined below. The bulk of this work was self-performed by the CSJV Joint Venture. - Interchange Upgrades: The construction of three (3) new bridge structures (ramps) and the realignment of existing roadways / ramps was completed to improve connectivity between the New Jersey Turnpike and Route 3. Bridge foundations were steel pipe pile supported. Additionally, Two-stage MSE walls were constructed adjacent to the new bridge structures. - Roadway Widening: The project includes widening sections of Route 3 to add additional lanes, which helped reduce congestion and improved traffic movement through the interchange. - Traffic Management: Throughout the construction of the bridges, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts and night-work as needed. - Utility Relocation: Utilities in the project area were relocated to accommodate the new infrastructure.	Dec. 2012
Creamer - Sanzari	**NJDOT Route 3 Over Passaic River Bridge, Rutherford / Clifton , NJ** Contract # 053993090 Value: $167M Reference: Phil Petrowski Phone: [redacted]	The Route 3 Passaic River Bridge Replacement Project was awarded to the Creamer Sanzari Joint Venture by NJDOT, and featured the following major scopes of work. The bulk of this work was self-performed by CSJV. - Bridge Replacement: The primary task was replacing the existing moveable bridge with a new 1,200 LF long fixed-span bridge. This new structure provided 30-foot vertical clearance over the Passaic River and featured three 12-foot lanes of traffic in each direction, along with two additional 12-foot auxiliary lanes. - Safety and Congestion Improvements: One of the project's goals was to enhance safety and reduce congestion by upgrading acceleration and deceleration lanes, as well as roadway shoulders. A total of 15 new acceleration and deceleration lanes were constructed as a part of this project. - Noise Barriers: Construction of noise barriers along Route 3 in Rutherford, Lyndhurst, and Clifton were completed to mitigate the impact of traffic noise on surrounding communities. - Additional Bridge Repairs: The project also includes repairs and upgrades to five other bridge structures within the project limits, such as Route 3 over Third River, River Road, NJ TRANSIT Main Line, Route 21 ramps, and Ridge Road. - Traffic Management: Throughout the construction, three lanes of Route 3 remained open in both directions during daytime and peak hours to minimize disruption. Nighttime lane closures were managed to avoid significant traffic delays. Work on the ancillary structures were also completed while maintaining live traffic access.	Feb. 2020

Creamer - Sanzari	**NJ Turnpike Authority Interchange 15W and 16W Improvements** Contract # T300.178 Value: $14.3M Reference: John Massa, PE email: [redacted]	This Creamer Sanzari project, working for the New Jersey Turnpike Authority consisted of the following key components. The bulk of this work was self-performed by the CSJV Joint Venture. - Bridge Construction: New bridge structures were built to support the redesigned interchanges. The existing ramps were widened in order to improve traffic flow. New piers were constructed in the Berry's Creek waterway, requiring the use of cofferdams to complete the work. Scope included obtaining the required DEP permit for in-channel work. Foundations required driven H-piles (6,500 VLF). - Roadway Widening: Sections of the roadway were widened to add additional lanes, which helped reduce congestion and improve traffic movement through the interchanges. This also required new guiderail, roadway lighting and new signage associated with the widening project. - Traffic Management: Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - Utility Relocation: Utilities in the project area were relocated to accommodate the new infrastructure.	April 2017
Creamer - Sanzari	**NJDOT Route 46 & 3 - Little Falls, NJ** Contract # 059123010 Value: $57M Reference: Michael Everett Email: [redacted]	Creamer Sanzari's scope of work on the Route 46 and Route Interchange project consisted of the following elements and was largely self-performed by CSJV. - Interchange Realignment and Widening: The project includes the realignment and widening of Route 46 to improve traffic flow and safety. This involves the construction of wider shoulders, acceleration, deceleration, and auxiliary lanes. Over 4,000 LF of new county roadway was installed as a part of the roadwork. - Bridge Construction: Four new bridge structures were built to support the redesigned interchange. CSJV performed rock blasting in order to install the bridge supports. Five (5) MSE walls were installed in support of the bridge approaches as well. - New Interchange Features: The new interchange design included a three-lane section of Route 3 to replace the existing two-lane connections, a new signalized intersection, and a multi-lane roundabout to enhance traffic management. - Traffic Management: Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures, traffic shifts and night / weekend work as needed. - Utility Relocation: Utilities in the project area were relocated to accommodate the new infrastructure, ensuring that the construction could proceed without major interruptions and ensuring a more serviceable layout in the future. Over 3,000 LF of large diameter water mains (42", 48" and 51") were installed as a part of this work. Additionally, over 4,000 LF of gas mains were relocated in order to complete this work. Lastly, over 50,000 LF of new electric, telephone and cable duct banks were installed to complete the utility work.	May 2021

Creamer - Sanzari	**NJDOT DP09-108** **Reconstruction of Route 46 Bridges / Roadway, Clifton , NJ** Contract # 1008209 Value: $26M Reference: Carl Kneidinger Phone: [redacted]	Creamer Sanzari was awarded the contract to replace five (5) bridges along Route 46. There were several critical components of this work. The bulk of this work was self-performed by the CSJV Joint Venture. - Bridge Replacement: The project included the replacement of five (5) bridge structures along Route 46. These bridges required upgrades to improve their physical condition and vertical clearance. - Roadway Realignment and Widening: Route 46 was realigned and widened to enhance traffic flow and safety. This included the addition of wider shoulders, acceleration, deceleration, and auxiliary lanes. - Interchange Improvements: At the Route 3/Route 46 interchange, a new three-lane section of Route 3 replaced the existing two-lane connections. The interchange also features a new signalized intersection, and a multi-lane roundabout to improve traffic management. - Utility Relocation: Significant utility relocations were required to accommodate the new roadway and bridge structures. (water, gas, electric, telecom) This included moving utilities away from the highway to minimize future disruptions. - Traffic Management: Throughout the construction, measures were taken to keep the highway open to motorists, minimizing traffic disruptions.	Dec. 2015
Creamer - Sanzari	**Jones Road Bridge Replacement, Englewood, NJ** Contract # 072029030 Value: $22M Reference: Cristina Morisete-Garcia Email: [redacted]	Creamer Sanzari is currently engaged in constructing the full replacement of > 200' long Jones Road Bridge of NJ Route 4 in Englewood, NJ. The project consists of the following items and was largely self-performed by the CSJV Joint Venture. - The complete removal and replacement of the piers, abutments, stringers, floor beams and bridge deck. In addition, approximately 6,000 CY of rock removal and rock bolts will be required to accomodate the new set back abutments. - Four (4) active utilities are being relocated are being relocated as part of the scope of work as well. - New lighting, achitectural features and storm / sewer are also part of the overall project. To date, CSJV has completed phases of the demolition and removal work, as well as the first phases of construction of the piers, abutments and bridge deck.	2024 In Progress

- ENVELOPE #1 – BRIDGE DESIGN EXPERIENCE FORM -

Proposers must identify prior successfully completed bridge design experience, for the Proposer or Proposer Team Member, as a **Prime Design Consultant**, for a vehicular, pedestrian or railroad bridge crossing an active roadway, waterway or other active transportation system.

Proposer or Proposer Team Member Name	Contract Name Contract Number Contract Value Reference Name Phone Number	Project Description and Location	Completion Date
AECOM	**Park Avenue Viaduct Replacement Design-Build, New York, NY** Contract #1000171020 Value: $650M (Construction) Reference: Nick Almete, Project Manager, Halmar International Phone: [redacted]	The Park Avenue Viaduct is an elevated steel structure built in 1893 that carries four Metro-North Railroad tracks above Park Avenue in East Harlem. Two major segments of the Park Avenue Viaduct between E115th Street and E132nd Street are being replaced due to deteriorated condition of the viaduct sections. This project involves the replacement of 49 spans totaling nearly 4000 feet of the viaduct in two phases using Design-Build contract delivery method: 32 spans in the first phase and 17 spans in the second phase. An Accelerated Bridge Construction (ABC) method is being used, which allows for closure and replacement of two tracks during the weekends. AECOM is providing design services for viaduct replacement works including structural, geotechnical, track, communications, systems, electrical, grounding and bonding, stray current, civil, traffic and architectural. The bridge design includes the design and detailing of all permanent and temporary works required to complete the staged demolition of the existing structure and reconstruction of the new replacement structure. Bridge work has been staged to maintain four tracks (except for approved Bridge Replacement Outages [BROs]) active for 50 hours during certain weekends. The first phase of the project is currently under construction, with second-phase design well advanced. AECOM employed the ABC method for design, incorporating Prefabricated Bridge Units (PBUs) with shallow steel plate girders and a concrete deck. For construction, the team is utilizing two specialized portal mobile gantry frames designed to handle the demolition and installation of PBUs weighing up to 80 tons. The project has been very successful in meeting both design and construction schedules and opening the tracks without delays as planned. Other innovative strategies on the project include: utilizing shallow PBUs cast upside down to streamline the formation of track plinths, placement of fastener anchorages, drainage troughs and third track inserts; introducing Ultra High-Performance Concrete (UHPC) with steel fibers for the construction of track	2023-Ongoing

		plinths; implementing strategies to maintain the stability of the existing structure during partial demolition and to manage the forces released from cutting four Direct Fixation (DF) rails; and adopting precise measures in the fabrication and installation of PBUs to achieve exact tolerances and verify proper track alignment between new and old rails following each weekend closure.	
AECOM	**JFK Terminal 6 Redevelopment Design-Build, Queens, NY** Contract # N/A Value: $2.1B (Program) Reference: John Girardi, Vantage Group Phone: [redacted]	AECOM is providing airside and landside design services for the design and construction of the Terminal 6 and 7, including connectivity and appropriate roadway infrastructure between Terminal 5, 6, and 7, as well addressing other necessary consideration relative to the execution of the project. To deliver this world-class terminal project, JetBlue is working with JFK Millennium Partners, a private consortium comprised of Vantage Airport Group. This project involves the phased development of a world-class international terminal on the sites of former Terminals 6 and 7, including the demolition of existing Terminal 7. The new terminal will serve international and domestic flights and will be connected to Terminal 5 which will be occupied by JetBlue and its codeshare partners currently spread throughout the airport. JetBlue's current operations are located at Terminal 5 and its T5 expansion facility, T5i, comprising of an international arrivals' facility and additional gates. The landside roadway structural design of the project includes six new bridges: • Terminal 5 Departure Extension Bridge R10A along the T5i roof of the International Baggage Building • Terminal 5 Departures Exit Roadway over Taxi Stand Pedestrian Access Bridge R10B • Terminal 6 Departures Roadway Bridge R11 (Upper Level) • Terminal 5 Departures Exit over Taxi Stand Entrance Road Bridge R11A • Terminal 5 Exit Roadways Bridge R11B (Lower Level) • Inter-Garage Connector Bridge R11C between Orange and Yellow Garages The new bridges included curved and straight structural steel girders, fracture critical steel box girder pier caps, prestressed concrete voided slab beams (post-tensioned transversely and tied to previous T5i roof strengthening contract), tapertube driven piles. and drilled micropiles. The project also includes two bridge modifications: • VIT Overpass over Local Street Bridge J24 • Pedestrian Connector Terminal 7 East Bridge P4	2020-Ongoing

AECOM	**Iconic Freeway Structure (Gold Line Bridge), Arcadia, CA** Contract # N/A Value: $19.8M Reference: Chris Burner, Foothill Gold Line Construction Authority Phone: [redacted]	This Iconic Freeway Structure involved the design and construction of a three-span, reinforced concrete box girder structure crossing over the E/B I-210 Freeway. The nearly 600-foot-long bridge supports the Gold Line rail passenger cars, which cross from the median of the freeway into downtown Arcadia. The structure serves as a gateway to the San Gabriel Valley to rail commuters and those travelling on the I-210 freeway. There are several architectural features which were envisioned by renowned public works artist, Andrew Leicester. Skanska's design team, comprised of AECOM engineers and architects, have translated Mr. Leicester's vision into the project plans. Our construction team was tasked with molding the unique features through intricate forming techniques. The most notable features are the basket weave elements which sit on top of two large supporting columns, symbolic of the actual woven baskets used by Native Americans who originally settled in the area.	Completed 2012
AECOM	**I-285 Pedestrian Bridge, Atlanta, GA** Contract #000853 Value: $10M (Construction) Reference: Karyn Matthews Phone: [redacted]	The I-285 Pedestrian Bridge project, undertaken by AECOM, aimed to enhance pedestrian safety and connectivity across the I-285 highway in Atlanta. This bridge provides a vital link between neighborhoods, parks, and commercial areas that are otherwise separated by the highway. AECOM was responsible for delivering comprehensive engineering and design services to ensure the bridge met all relevant safety and accessibility standards, including ADA compliance. Key features included: • Design and Engineering: AECOM designed the bridge to support pedestrian traffic and withstand environmental stresses. Our team provided detailed structural engineering to ensure the safety and durability of the bridge. • Aesthetic and Functional Elements: AECOM incorporated decorative lighting, landscaping, and public art into the bridge design to enhance the user experience. Functional elements such as seating areas, weather protection, and clear signage were also included. • Construction and Materials: AECOM oversaw the construction process, utilizing durable materials such as steel and concrete to ensure longevity and minimal maintenance. Sustainable practices were incorporated, including the use of recycled materials and energy-efficient lighting. • Community Impact: The bridge improves pedestrian safety by providing a dedicated crossing point, reducing the risk of accidents. It promotes healthier lifestyles by encouraging walking and cycling and stimulates economic activity in the connected areas. • Traffic Management: AECOM ensured minimal disruption to the heavy traffic on I-285 during construction through careful planning and the use of pre-fabricated components. • Environmental Considerations: AECOM addressed environmental concerns through an EIS and implemented measures to protect local wildlife and natural habitats.	Completed 2017

		• Stakeholder Engagement: AECOM engaged with local communities and stakeholders to ensure the project met their needs and addressed their concerns.	
AECOM	**Atlanta Battery Pedestrian Bridges Design-Build, Cobb County, GA** Contract # N/A Value: $5.5M (Construction) Reference: Jarod Cheney, President & CEO, Massana Construction Phone: [redacted]	The Atlanta Battery Pedestrian Bridges project consist of a network of prefabricated steel structures including two steel truss bridges, eight steel ramps, two staircases, and a wall supported ramp section designed to facilitate safe crossing of pedestrians to and from the new Atlanta Braves/SunTrust Park mixed-use development in Cobb County, GA. The bridges span over the intersection of Circle 75 Parkway and Windy Ridge Parkway, allowing connectivity to the stadium; Cobb County trail system; and satellite parking facilities in the vicinity. Design challenges included complex vertical and horizontal geometry; achieving ADA compliance and bridge roadway clearance with the bridge profile; maintenance and protection of numerous utilities including a major Colonial Pipeline facility; steep side slopes; and connection to and coordination with active construction projects such as the widening of Windy Ridge Parkway over I-75 and the Braves Stadium. The project was a Design-Build delivery approach with major foundation and substructure design effort being performed immediately with foundation excavation work and adapted as pile driving efforts progressed to save construction cost. AECOM served as the project engineers providing geometric design, structural design, and shop drawing review. The steel bridge superstructures, ramps and stairs were furnished by Big R Bridge. Reeves Young was the lead contractor with Massana Construction serving as a major sub consultant performing the bridge construction work.	Completed 2017

- ENVELOPE #1 – SELF PERFORMANCE & LABOR EXPERIENCE FORM -

Proposers or a Proposer Team Member must identify prior trade Self-Performance experience and current Self-Performance capabilities. Self-Performance experience must demonstrate work performed by tradespersons that were employees of the Proposer or Proposer Team member, in work classifications as provided pursuant to the New Jersey State Department of Labor & Workforce Development, during a construction contract performance. Self-Performance experience may not include material supplies, supervision, management or subcontractor employees.

Prior Construction Trade Labor Self-Performance Experience					
Proposer or Proposer Team Member Name	Contract name Contract Number Contract Value Reference Name Phone Number Completion Date	Prior Self-Performance Labor Description Describe which construction trades were directly employed by the Proposer or Proposer Team Member and their brief scope of work. If applicable, identify which local unions the Proposer or Proposer Team member were signatory to on the referenced contract. Include approximate manhours for each trade.			
		Trade Classification ***List all Self-Performed Trades***	*Trade Work Description for each trade*	*Approximate Total Project Work Hours for each trade*	*Local Union #(s) (if applicable)*
Creamer-Sanzari, a Joint Venture	**All contracts from 1/1/2023 to 12/31/2023**	Iron Workers	Structural steel, sign structures, rebar, precast panels, box beams	270	11
Creamer-Sanzari, a Joint Venture	**All contracts from 1/1/2023 to 12/31/2023**	Dockbuilders	Piles, Drilled Shafts	10,000	1456
Creamer-Sanzari, a Joint Venture	**All contracts from 1/1/2023 to 12/31/2023**	Carpenters	Forming, concrete foundations,	5,900	253, 254
Creamer-Sanzari, a Joint Venture	**All contracts from 1/1/2023 to 12/31/2023**	Operators	Excavation, Crane operation, grading, pile driving, drilling	4,500	825
Creamer-Sanzari, a Joint Venture	**All contracts from 1/1/2023 to 12/31/2023**	Laborers	Excavation, concrete foundations, finish concrete, bridge deck concrete, utility installation, grading	23,400	472, 172

The chart above reflects the amount of trade labor utilized by Creamer-Sanzari in 2023. This has been provided as an example of the volume of trade labor that our company provides yearly. All of the labor above was employed directly by CSJV on construction contracts. This chart, along with the following charts for J. Fletcher Creamer & Son and Joseph M. Sanzari & Son represents the same types of trade labor and unions that will be utilized to complete the New Meadowland Pedestrian Bridge.

- ENVELOPE #1 – SELF PERFORMANCE & LABOR EXPERIENCE FORM -

Proposers or a Proposer Team Member must identify prior trade Self-Performance experience and current Self-Performance capabilities. Self-Performance experience must demonstrate work performed by tradespersons that were employees of the Proposer or Proposer Team member, in work classifications as provided pursuant to the New Jersey State Department of Labor & Workforce Development, during a construction contract performance. Self-Performance experience may not include material supplies, supervision, management or subcontractor employees.

Prior Construction Trade Labor Self-Performance Experience					
Proposer or Proposer Team Member Name	Contract name Contract Number Contract Value Reference Name Phone Number Completion Date	Prior Self-Performance Labor Description Describe which construction trades were directly employed by the Proposer or Proposer Team Member and their brief scope of work. If applicable, identify which local unions the Proposer or Proposer Team member were signatory to on the referenced contract. Include approximate manhours for each trade.			
		Trade Classification ***List all Self-Performed Trades***	*Trade Work Description for each trade*	*Approximate Total Project Work Hours for each trade*	*Local Union #(s) (if applicable)*
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Iron Workers	Structural steel, sign structures, rebar, precast panels, box beams	19,700	11, 399
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Dockbuilders	Piles, Drilled Shafts	13,950	1456
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Carpenters	Forming, concrete foundations,	19,600	253, 254, 255, 454
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Operators	Excavation, Crane operation, grading, pile driving, drilling	201,600	825
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Teamsters	Excavation, Crane operation, grading, pile driving, drilling	30,250	560, 469, 676
J. Fletcher Creamer & Son, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Laborers	Excavation, concrete foundations, finish concrete, bridge deck concrete, utility installation, grading	635,000	472, 172

The chart above reflects the amount of trade labor utilized by J. Fletcher Creamer & Son in 2023. This has been provided as an example of the volume of trade labor that our company provides yearly. All of the labor above was employed directly by JFC on construction contracts.

- ENVELOPE #1 – SELF PERFORMANCE & LABOR EXPERIENCE FORM -

Proposers or a Proposer Team Member must identify prior trade Self-Performance experience and current Self-Performance capabilities. Self-Performance experience must demonstrate work performed by tradespersons that were employees of the Proposer or Proposer Team member, in work classifications as provided pursuant to the New Jersey State Department of Labor & Workforce Development, during a construction contract performance. Self-Performance experience may not include material supplies, supervision, management or subcontractor employees.

Prior Construction Trade Labor Self-Performance Experience					
Proposer or Proposer Team Member Name	Contract name Contract Number Contract Value Reference Name Phone Number Completion Date	Prior Self-Performance Labor Description Describe which construction trades were directly employed by the Proposer or Proposer Team Member and their brief scope of work. If applicable, identify which local unions the Proposer or Proposer Team member were signatory to on the referenced contract. Include approximate manhours for each trade.			
		Trade Classification ***List all Self-Performed Trades***	*Trade Work Description for each trade*	*Approximate Total Project Work Hours for each trade*	*Local Union #(s) (if applicable)*
Joseph M. Sanzari, Inc.	**All contracts from 1/1/2023 to 12/31/2023**	Iron Workers	Structural steel, sign structures, rebar, precast panels, box beams	17,176	11, 399
Joseph M. Sanzari, Inc	**All contracts from 1/1/2023 to 12/31/2023**	Dockbuilders	Piles, Drilled Shafts	7,788	1456
Joseph M. Sanzari, Inc	**All contracts from 1/1/2023 to 12/31/2023**	Carpenters	Forming, concrete foundations,	27,670	253, 254, 255, 454
Joseph M. Sanzari, Inc	**All contracts from 1/1/2023 to 12/31/2023**	Operators	Excavation, Crane operation, grading, pile driving, drilling	106,621	825
Joseph M. Sanzari, Inc	**All contracts from 1/1/2023 to 12/31/2023**	Teamsters	Excavation, Crane operation, grading, pile driving, drilling	31,557	560, 469, 676
Joseph M. Sanzari, Inc	**All contracts from 1/1/2023 to 12/31/2023**	Laborers	Excavation, concrete foundations, finish concrete, bridge deck concrete, utility installation, grading	501,862	472, 172

The chart above reflects the amount of trade labor utilized by Joseph M. Sanzari & Son, Inc. in 2023. This has been provided as an example of the volume of trade labor that our company provides yearly. All of the labor above was employed directly by JMS on construction contracts.

Certificate Number
654686

Registration Date: 12/04/2023
Expiration Date: 12/03/2025

State of New Jersey

Department of Labor and Workforce Development

Division of Wage and Hour Compliance

Public Works Contractor Registration Act

Pursuant to N.J.S.A. 34:11-56.48, et seq. of the Public Works Contractor Registration Act, this certificate of registration is issued for purposes of bidding on any contract for public work or for engaging in the performance of any public work to:

CREAMER-SANZARI, A JOINT VENTURE

2023

Responsible Representative(s):

Joseph M. Sanzari, Inc., Owner
Joseph M. Sanzari, Other
Daniel Fowler, Other
Paul Sarlo, Other

Responsible Representative(s):

J. Fletcher Creamer & Son, Inc., Owner
Martin Downs, Other
Jason Newman, Other
Jo Ann Dellechie, Other

Robert Asaro-Angelo, Commissioner
Department of Labor and Workforce Development

NON TRANSFERABLE

This certificate may not be transferred or assigned and may be revoked for cause by the Commissioner of Labor and Workforce Development.

Certificate Number
63819

Registration Date: 05/16/2022
Expiration Date: 05/15/2024

State of New Jersey

Department of Labor and Workforce Development

Division of Wage and Hour Compliance

Public Works Contractor Registration Act

Pursuant to N.J.S.A. 34:11-56.48, et seq. of the Public Works Contractor Registration Act, this certificate of registration is issued for purposes of bidding on any contract for public work or for engaging in the performance of any public work to:

J. Fletcher Creamer & Son, Inc.

2022

Responsible Representative(s):

Martin Downs, President
Kristen Bettmann, Treasurer
Richard DeNicola, Other
Jason Newman, Other
Arthur Schilling, Other
Hannah Frels, Other
Christopher Anthony, Controller

Responsible Representative(s):

James Valenti, Secretary
Dale Creamer, Other
Peter Smith, Other
Daniel Fowler, Other
Andrea Fike, Other
Andrew Wood, CFO

Robert Asaro-Angelo, Commissioner
Department of Labor and Workforce Development

NON TRANSFERABLE

This certificate may not be transferred or assigned and may be revoked for cause by the Commissioner of Labor and Workforce Development.

Certificate Number
635285

Registration Date: 01/16/2024
Expiration Date: 01/15/2026

State of New Jersey

Department of Labor and Workforce Development

Division of Wage and Hour Compliance

Public Works Contractor Registration Act

Pursuant to N.J.S.A. 34:11-56.48, et seq. of the Public Works Contractor Registration Act, this certificate of registration is issued for purposes of bidding on any contract for public work or for engaging in the performance of any public work to:

Joseph M. Sanzari, Inc.

2024

Responsible Representative(s):

Jo Ann Dellechiaie2016grantortru, Vice-Presiden
Joseph Sanzarijr2016grantortrust, Treasurer
Joseph Sanzari2023irrevocabletru, Chairman

Responsible Representative(s):

Tina Murray2016 Trust, Secretary
Theresa Delpome2016 Trust, Partner

Robert Asaro-Angelo, Commissioner
Department of Labor and Workforce Development

NON TRANSFERABLE

This certificate may not be transferred or assigned and may be revoked for cause by the Commissioner of Labor and Workforce Development.

NEW JERSEY DIVISION OF
CONSUMER AFFAIRS



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Accurate as of September 16, 2024 12:18 PM

Return to Search Results

Name: AECOM ARCHITECTS & ENGINEERS NJ INC

Address: New York,NY

Profession/License Type: Architecture,Certificate of Authorization

License No: [redacted]

License Status: Active

Status Change Reason: Reinstatement

Issue Date: 3/5/1992

Expiration Date: 1/31/2026

SPL:

NO Board Actions. For more information contact New Jersey State Board of Architects - 973-504-6385

Documents

No Public Documents

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State Of New Jersey
New Jersey Office of the Attorney General
Division of Consumer Affairs

THIS IS TO CERTIFY THAT THE

Board of Prof. Engineers & Land Surveyors

HAS LICENSED

AECOM ARCHITECTS & ENGINEERS (NJ), INC.
JOHN AZZARO
605 THIRD AVENUE
ATTN: ADWOA FAAKYE
New York NY 10158

FOR PRACTICE IN NEW JERSEY AS A(N): Certificate of Authorization

Engineering

09/08/2022 TO 08/31/2024
VALID

[redacted]
LICENSE/REGISTRATION/CERTIFICATION #

Cari Fais
ACTING DIRECTOR

Signature of Licensee/Registrant/Certificate Holder

THIS IS TO CERTIFY THAT THE AECOM ARCHITECTS & ENGINEERS (NJ), INC. HAS LICENSED BY THE Board of Prof. Engineers & Land Surveyors OF THE New Jersey Office of the Attorney General Division of Consumer Affairs # [redacted] Certificate of Authorization Engineering VALID 09/08/2022 TO 08/31/2024 SIGNATURE Cari Fais ACTING DIRECTOR License/Registration/Certificate #

PLEASE DETACH HERE

IF YOUR LICENSE/REGISTRATION/ CERTIFICATE ID CARD IS LOST PLEASE NOTIFY:
Board of Prof. Engineers & Land Surv
P.O. Box 45015
Newark, NJ 07101

PLEASE DETACH HERE

AECOM ARCHITECTS & ENGINEERS (NJ), INC. EXPIRATION DATE **2024**
YOUR LICENSE/REGISTRATION/CERTIFICATE NUMBER IS [redacted]. PLEASE USE IT IN ALL CORRESPONDENCE TO THE DIVISION OF CONSUMER AFFAIRS. USE THIS SECTION TO REPORT ADDRESS CHANGES. YOU ARE REQUIRED TO REPORT ANY ADDRESS CHANGES IMMEDIATELY TO THE ADDRESS NOTED BELOW.

Board of Prof. Engineers & Land Surveyors
P.O. Box 45015
Newark, NJ 07101

PRINT YOUR NEW **ADDRESS OF RECORD** BELOW.
YOUR ADDRESS OF RECORD IS THE ADDRESS THAT WILL PRINT ON YOUR LICENSE/REGISTRATION/CERTIFICATE AND IT MAY BE MADE AVAILABLE TO THE PUBLIC.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

PRINT YOUR NEW **MAILING ADDRESS** BELOW.
YOUR MAILING ADDRESS IS THE ADDRESS THAT WILL BE USED BY THE DIVISION OF CONSUMER AFFAIRS TO SEND YOU ALL CORRESPONDENCE.

HOME ☐
BUSINESS ☐

TELEPHONE
INCLUDE AREA CODE

If the law governing your profession requires the current license/registration/certificate to be displayed, it should be within reasonable proximity of your original license/registration/certificate at your principal office or place of business.

STATE OF NEW JERSEY
New Jersey Office of the Attorney General
Division of Consumer Affairs
PO BOX 45046
Newark, NJ 07101
Official Business - Penalty For Private Use $300
RETURN SERVICE REQUESTED

FIRST-CLASS MAIL
U.S. POSTAGE PAID
TRENTON, NJ
PERMIT 21

SP 2436 -C08-P13015-I
AECOM ARCHITECTS & ENGINEERS (NJ), INC.
JOHN AZZARO
120 S. Central Ave.
Suite 350
Clayton MO 63105

GBDYSP1 63105

Liberty Mutual Surety

November 19, 2024

RE: Creamer-Sanzari, A Joint Venture
Surety Prequalification 2024

To Whom It May Concern:

Creamer-Sanzari, A Joint Venture is a highly regarded and valued client of Liberty Mutual Insurance Company ("Liberty Mutual"). It has been our privilege to provide surety bonds for Creamer-Sanzari, A Joint Venture for many years. Currently, we provide a bond program of $500,000,000 per project, with an overall backlog of $2,000,000,000, with $1,800,000,000 currently available. We are confident in their ability to perform.

Liberty Mutual is an A (Excellent) A.M. Best rated insurance company in Financial Size Category XV ($2 Billion or greater).

Liberty Mutual is prepared to provide payment and performance bonds on behalf of Creamer-Sanzari, A Joint Venture for the full value of the referenced project. Please note that the decision to issue performance and payment bonds is a matter between Creamer-Sanzari, A Joint Venture and Liberty Mutual, and it will be subject to standard underwriting at the time of the final bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

If you have any questions or need any additional information, please do not hesitate to contact me at (612) 349-2400.

Sincerely,

Liberty Mutual Insurance Company

Joshua R. Loftis
Attorney-in-Fact

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8210698 - 190054**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Brian J. Oestreich, Colby D White, Emily White, Joshua R. Loftis, Lin Ulven, Melinda C. Blodgett, Michelle Morrison, Nathan Weaver, Nicole Stillings, R. C. Bowman, R. W. Frank, Rachel Thomas, Ross S. Squires, Sandra M. Engstrum, Sarah Dragt, Ted Jorgensen, Tina Domask

all of the city of Minneapolis state of MN each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 31st day of August, 2023.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: _____
David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 31st day of August, 2023 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: _____
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.
Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.
Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this **19th** day of **November**, **2024**.

By: _____
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

- ENVELOPE #1 – MINIMUM QUALIFICATIONS CHECKLIST -

The Following items are to be completed and included with the Proposer's sealed Envelope #1:

☒ 1. Proposer Design-Build Team Form

☒ 2. Authorization to do Business in New Jersey pursuant to Book 1, III.B.3
   i. For Proposer, and,
   ii. Proposer Team Members

☒ 3. NJ DOT Experience Schedule Form

☒ 4. Government Design-Build Experience Form

☒ 5. Bridge Construction Experience Form

☒ 6. Bridge Design Experience Form

☒ 7. Self-Performance and Labor Experience Form

☒ 8. NJ Public Works Contractor Registration

☒ 9. New Jersey State Board of Architects Registered Architecture practice registration

☒ 10. NJ Board of Engineering Examiners Professional Engineering practice registration

☒ 11. Surety Letter

☒ 12. Exact copy of Envelope #1 contents on USB storage drive in Adobe PDF format

☒ 13. Minimum Qualifications Checklist

See Project Manual Book 1 for all requirements

Design-Build Service for New Pedestrian Bridge
ENVELOPE #2 - DESIGN-BUILD PROPOSAL
Creamer-Sanzari a Joint Venture



New Meadowlands Stadium Company, LLC

- - -

New Jersey Sports & Exposition Authority

CREAMER - SANZARI
JMS
A JOINT VENTURE







- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

The Proposer and all Proposer Team Members are each required to complete and submit this form as part of Envelope #2.

If the Proposer is a joint venture:

- Complete one Company Information Form for each joint venture member.
- Complete on Company Information Form for the joint venture for responsive to information for the present joint venture or what is planned to be joint venture at the Design-Build Agreement signing to the extent currently available.

BUSINESS ENTITY INFORMATION		
Legal Business Name Creamer-Sanzari, A Joint Venture		EIN (*Enter 9 digits, without hyphen*) [redacted]
Address of the Principal Place of Business 101 East Broadway, Hackensack, NJ 07601	Phone Number 201-488-9800	Fax Number 201-488-2901
E-mail daniel.fowler@jfcson.us	Website www.jfcson.com / www.jmsanzari.com	
Authorized Contact for this Questionnaire		
Name Daniel Fowler	Phone Number 201-678-2645	Fax Number 201-678-2645
Title Designee	Email daniel.fowler@jfcson.us	

Additional Business Entity Identities: If applicable, list any other DBA, Trade Name, Former Name, Other Identity, or EIN used in the last five (5) years, the state or county where filed and the status (active or inactive).

Type	Name	EIN	State or County where filed	Status

I. BUSINESS CHARACTERISTICS		
1.0 Business Entity Type – Check appropriate box and provide additional information:		
a) ☐ Corporation (including PC)	Date of Incorporation	
b) ☐ Limited Liability Company (LLC or PLLC)	Date Organized	
c) ☐ Limited Liability Partnership	Date of Registration	
d) ☐ Limited Partnership	Date Established	
e) ☒ General Partnership	Date Established	November 15, 2004 County Bergen
f) ☐ Sole Proprietor	How many years in business?	
g) ☐ Other	Date Established	

11/01/06

Taxpayer Identification# [redacted]

Dear Business Representative:

Congratulations! You are now registered with the New Jersey Division of Revenue.

Use the Taxpayer Identification Number listed above on all correspondence with the Divisions of Revenue and Taxation, as well as with the Department of Labor (if the business is subject to unemployment withholdings). Your tax returns and payments will be filed under this number, and you will be able to access information about your account by referencing it.

Additionally, please note that State law requires all contractors and subcontractors with Public agencies to provide proof of their registration with the Division of Revenue. The law also amended Section 92 of the Casino Control Act, which deals with the casino service industry.

We have attached a Proof of Registration Certificate for your use. To comply with the law, if you are currently under contract or entering into a contract with a State agency, you must provide a copy of the certificate to the contracting agency.

If you have any questions or require more information, feel free to call our Registration Hotline at (609)292-1730.

I wish you continued success in your business endeavors.

Sincerely,

James J. Fruscione

James J. Fruscione
Acting Director
New Jersey Division of Revenue

STATE OF NEW JERSEY

BUSINESS REGISTRATION CERTIFICATE

DEPARTMENT OF TREASURY/
DIVISION OF REVENUE
PO BOX 252
TRENTON, N J 08646-0252

TAXPAYER NAME:

CREAMER-SANZARI JOINT VENTURE

TRADE NAME:

ADDRESS:

101 EAST BROADWAY
HACKENSACK NJ 07601-6846

SEQUENCE NUMBER:

1115498

EFFECTIVE DATE:

01/01/04

ISSUANCE DATE:

11/01/06

James J. Fruscione

Acting Director
New Jersey Division of Revenue

FORM-BRC(08-01) This Certificate is NOT assignable or transferable. It must be conspicuously displayed at above address

Certification 39626

CERTIFICATE OF EMPLOYEE INFORMATION REPORT

RENEWAL

This is to certify that the contractor listed below has submitted an Employee Information Report pursuant to N.J.A.C. 17:27-1.1 et. seq. and the State Treasurer has approved said report. This approval will remain in effect for the period of 15-APR-2022 to 15-APR-2025

CREAMER-SANZARI, A JOINT VENTURE
101 EAST BROADWAY
HACKENSACK NJ 07601

ELIZABETH MAHER MUOIO
State Treasurer

Certificate Number
654686

Registration Date: 12/04/2023
Expiration Date: 12/03/2025

State of New Jersey

Department of Labor and Workforce Development

Division of Wage and Hour Compliance

Public Works Contractor Registration Act

Pursuant to N.J.S.A. 34:11-56.48, et seq. of the Public Works Contractor Registration Act, this certificate of registration is issued for purposes of bidding on any contract for public work or for engaging in the performance of any public work to:

CREAMER-SANZARI, A JOINT VENTURE

2023

Responsible Representative(s):

Joseph M. Sanzari, Inc., Owner
Joseph M. Sanzari, Other
Daniel Fowler, Other
Paul Sarlo, Other

Responsible Representative(s):

J. Fletcher Creamer & Son, Inc., Owner
Martin Downs, Other
Jason Newman, Other
Jo Ann Dellechie, Other

Robert Asaro-Angelo, Commissioner
Department of Labor and Workforce Development

NON TRANSFERABLE

This certificate may not be transferred or assigned and may be revoked for cause by the Commissioner of Labor and Workforce Development.

- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

I. BUSINESS CHARACTERISTICS			
If Other, explain:			
1.1 Was the Business Entity formed in the state of New Jersey?			☒ Yes ☐ No
If "No" indicate jurisdiction where the Business Entity was formed:			
☐ United States	State		
☐ Other	Country		
1.2 Is the Business Entity currently registered to do business in New Jersey? *Note: Select "Not Required" if the Business Entity is a Sole Proprietor or General Partnership*			☒ Yes ☐ No ☐ Not Required
If "No," explain why the Business Entity is not required to be registered to do business in New Jersey:			
1.3 Is the responding Business Entity a Joint Venture? Note: If the submitting Business Entity is a Joint Venture, also submit a separate questionnaire for each Business Entity comprising the Joint Venture.			☒ Yes ☐ No
1.4 If the Business Entity's Principal Place of Business is not in New Jersey, does the Business Entity maintain an office in New Jersey? *(Select "N/A" if Principal Place of Business is in New Jersey.)*			☐ Yes ☐ No ☒ N/A
If "Yes," provide the address and telephone number for one office located in New Jersey.			
1.5 Is the Business Entity a New Jersey certified Minority-Owned Business Enterprise, or Women-Owned Business Enterprise, or New Jersey Small Business, or federally certified Disadvantaged Business Enterprise?			☐ Yes ☒ No
If "Yes," check all that apply: ☐ New Jersey certified Minority-Owned Business Enterprise (MBE) ☐ New Jersey certified Women-Owned Business Enterprise (WBE) ☐ New Jersey certified Service-Disabled Veteran-Owned Business (SDVOB) ☐ New Jersey Small Business ☐ Federally certified Disadvantaged Business Enterprise (DBE)			
1.6 Identify each person who is, or has been within the past five (5) years, a Business Entity Official or Principal Owner of 5.0% or more of the firm's shares, or one of the five largest shareholders or a director, an officer, a partner or a proprietor. Joint Ventures: Provide information for all firms involved. *(Attach additional pages if necessary.)*			
Name	Title	Percentage Ownership (Enter 0% if not applicable)	Employment Status with the Firm
See Attached			☐ Current ☐ Former
			☐ Current ☐ Former
			☐ Current ☐ Former

- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

I. BUSINESS CHARACTERISTICS			
			☐ Current ☐ Former

II. AFFILIATE and JOINT VENTURE RELATIONSHIPS			
2.0 Are there any other construction-related firms in which, now or in the past five years, the submitting Business Entity or any of the individuals listed in question 1.6 either owned or owns 5.0% or more of the shares of, or was or is one of the five largest shareholders or a director, officer, partner or proprietor of said other firm?			☒ Yes ☐ No
Firm/Company Name See Attached	Firm/Company EIN (If available)	Firm/Company's Primary Business Activity	
Firm/Company Address			
Explain relationship with the firm and indicate percent ownership, if applicable (enter N/A, if not applicable):			
Are there any shareholders, directors, officers, owners, partners or proprietors that the submitting Business Entity has in common with this firm?			☒ Yes ☐ No
Individual's Name See Attached	Position/Title with Firm/Company		
2.1 Does the Business Entity have any construction-related affiliates not identified in the response to 2.0 above?			☐ Yes ☒ No
Affiliate Name	Affiliate EIN (If available)	Affiliate's Primary Business Activity	
Affiliate Address			
Explain relationship with the affiliate and indicate percent ownership, if applicable (enter N/A, if not applicable):			
Are there any shareholders, directors, officers, owners, partners or proprietors that the submitting Business Entity has in common with this affiliate?			☐ Yes ☒ No
Individual's Name	Position/Title with Firm/Company		
2.2 Has the Business Entity participated in any construction Joint Ventures within the past three (3) years? Attach additional pages if necessary.			☐ Yes ☒ No
Joint Venture Name	Joint Venture EIN (If available)	Identify parties to the Joint Venture	

III. INTEGRITY – CONTRACT BIDDING *Within the past five (5) years, has the Business Entity, an affiliate, or any predecessor company or entity:*	
3.0 Been suspended or debarred from any government contracting process or been disqualified on any government procurement?	☐ Yes ☒ No

Creamer Sanzari Joint Venture

Effective February 8, 2021, Creamer-Sanzari Joint Venture (the "Company') hereby appoints Martin Downs as the Responsible Person to act on its behalf during the planning and execution of the Joint Venture's Work as provided in Paragraph 8 of the Creamer-Sanzari Joint Venture Agreement.

Furthermore, the Company hereby removes J. Fletcher Creamer, Jr. and Brad Jorrey as designees. The Company wishes to appoint the following as the new designees:

1. Martin Downs
2. Jason Newman
3. Daniel Fowler

CREAMER-SANZARI JOINT VENTURE

Joseph T. Walsh – Designee Sponsor

CC: Joseph M. Sanzari, Designee
Jo Ann Dellechie, Designee
Paul Sarlo, Designee

Response to #2.0

Firm Name: J. Fletcher Creamer & Son, Inc.
EIN or Tax ID: [redacted]
Adress: 101 East Broadway Hackensack, NJ 07601
Key Persons and Positions Held: Martin Downs (President) Jason Neman & Daniel Fowler (Vice Presidents), J. Fletcher Creamer, Jr. (Chief Executive Officer) Joseph T. Walsh (Chief Executive Officer, and President)
% Owned: 0
From – To (Date): Martin Downs 2004-Present, Jason Newman 2002-Present, Daniel Fowler 2015-Present, J. Fletcher Creamer, Jr. 1968-2020, Joseph T. Walsh 1995-2021
Remainder Owned By: APi Group Corporation (100%)

Firm Name: Creamer-Ruberton, A Joint Venture
EIN or Tax ID: [redacted]
Adress: 101 East Broadway Hackensack, NJ 07601
Key Person(s): Martin Downs, Jason Newman, Daniel Fowler
Positions Held: Designees
% Owned: 0
From – To (Date): 2021-Present
Remainder Owned By: J. Fletcher Creamer & Son, Inc. 50.01% ownership, M.L. Ruberton Construction Company 49.99% ownership

Firm Name: Creamer-Jingoli, LLC
EIN or Tax ID: [redacted]
Adress: 101 East Broadway Hackensack, NJ 07601
Key Person(s): Martin Downs, Joseph T. Walsh
Positions Held: President and Chief Executive Officer
% Owned: 0
From – To (Date): Martin D. Downs 2021-Present, Joseph T. Walsh 2018-2021
Remainder Owned By: J. Fletcher Creamer & Son, Inc. 50% ownership, Joseph Jingoli & Son, Inc. 50% ownership

Firm Name: JFC-NER
EIN or Tax ID: [redacted]
Adress: 101 East Broadway Hackensack, NJ 07601
Key Person(s): Martin Downs
Positions Held: President
% Owned: 0
From – To (Date): 2021-2023
Remainder Owned By: J. Fletcher Creamer & Son, Inc. 50% ownership, Northeast Remsco Construction, Inc. 50% ownership

Firm Name: Joseph M. Sanzari, Inc.
EIN or Tax ID: [redacted]
Adress: 100 Franklin St., Hackensack, NJ 07601
Key Person(s): Joseph M. Sanzari, Jo Ann Dellechiaie
Positions Held: President and Vice President
% Owned: Joseph M. Sanzari (100%)
From – To (Date):
Remainder Owned By: N/A

- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

I. BUSINESS CHARACTERISTICS		
3.1	Been subject to a denial or revocation of a government prequalification?	☐ Yes ☒ No
3.2	Had any bid rejected by a government entity for lack of qualifications, responsibility or because of the submission of an informal, non-responsive or incomplete bid?	☐ Yes ☒ No
3.3	Had a proposed subcontract rejected by a government entity for lack of qualifications, responsibility or because of the submission of an informal, non-responsive or incomplete bid?	☐ Yes ☒ No
3.4	Had a low bid rejected on a government contract for failure to make good faith efforts on any Minority-Owned Business Enterprise, Women-Owned Business Enterprise or Disadvantaged Business Enterprise goal or statutory affirmative action requirements on a previously held contract?	☐ Yes ☒ No
3.5	Agreed to a voluntary exclusion from bidding/contracting with a government entity?	☐ Yes ☒ No
3.6	Initiated a request to withdraw a bid submitted to a government entity or made any claim of an error on a bid submitted to a government entity?	☐ Yes ☒ No

For each "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, the government entity involved, project(s), relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer(s) below or attach additional sheets with numbered responses.

IV. INTEGRITY – CONTRACT AWARD ***Within the past five (5) years, has the Business Entity, an affiliate, or any predecessor company or entity:***		
4.0	Defaulted on or been suspended, cancelled or terminated for cause on any contract?	☐ Yes ☒ No
4.1	Been subject to an administrative proceeding or civil action seeking specific performance or restitution (except any disputed work proceeding) or requiring the Business Entity to enter into a formal monitoring agreement in connection with any government contract?	☐ Yes ☒ No
4.2	Had its surety called upon to complete any contract whether government or private sector?	☐ Yes ☒ No

For each "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, the government entity/owners involved, project(s), contract number(s), relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer(s) below or attach additional sheets with numbered responses.

V. CERTIFICATIONS/LICENSES ***Within the past five (5) years, has the Business Entity, an affiliate, or any predecessor company or entity:***		
5.0	Had a revocation or suspension of any business or professional permit and/or license?	☐ Yes ☒ No
5.1	Had a denial, decertification, revocation or forfeiture of New Jersey certification of Minority-Owned Business Enterprise, Women-Owned Business Enterprise or a federal certification of Disadvantaged Business Enterprise status, for other than a change of ownership?	☐ Yes ☒ No

For each "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, the government entity involved, relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer(s) below or attach additional sheets with numbered responses.

VI. LEGAL PROCEEDINGS *Within the past five (5) years, has the Business Entity, an affiliate, or any predecessor company or entity:*	
6.0 Been the subject of a criminal investigation, whether open or closed, or an indictment for any business-related conduct constituting a crime under local, state or federal law?	☐ Yes ☒ No
6.1 Been the subject of: (i.) An indictment, grant of immunity, judgment or conviction (including entering into a plea bargain) for conduct constituting a crime; or (ii.) Any criminal investigation, felony indictment or conviction concerning the formation of, or any business association with, an allegedly false or fraudulent Minority-Owned Business Enterprise, Women-Owned Business Enterprise, or a Disadvantaged Business Enterprise?	☐ Yes ☒ No ☐ Yes ☒ No
6.2 Received any OSHA citation and Notification of Penalty containing a violation classified as serious or willful?	☐ Yes ☒ No
6.3 Had a government entity find a willful prevailing wage or supplemental payment violation?	☐ Yes ☒ No
6.4 Had a New Jersey State Labor Law violation deemed willful?	☐ Yes ☒ No
6.5 Entered into a consent order with the New Jersey State Department of Environmental Conservation, or a federal, state or local government enforcement determination involving a violation of federal, state or local environmental laws?	☐ Yes ☒ No
6.6 Other than previously disclosed, been the subject of any citations, notices, violation orders, pending administrative hearings or proceedings or determinations of a violation of: • Federal, state or local health laws, rules or regulations; • Federal, state or local environmental laws, rules or regulations; • Unemployment insurance or workers compensation coverage or claim requirements; • Any labor law or regulation, which was deemed willful; • Employee Retirement Income Security Act (ERISA); • Federal, state or local human rights laws; • Federal, state or local security laws?	☐ Yes ☒ No
For each "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, the government entity involved, relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer(s) below or attach additional sheets with numbered responses.	
VII. LEADERSHIP INTEGRITY ***If the Business Entity is a Joint Venture Entity, answer "N/A - Not Applicable" to questions in this section.*** ***Within the past five (5) years has any individual previously identified or any individual having the authority to sign, execute or approve bids, proposals, contracts or supporting documentation on behalf of the Business Entity within New Jersey been subject to:***	
7.0 A sanction imposed relative to any business or professional permit and/or license?	☐ Yes ☒ No ☐ N/A
7.1 A criminal investigation, whether open or closed, or an indictment for any business-related conduct constituting a crime under local, state or federal law?	☐ Yes ☒ No ☐ N/A

VI. LEGAL PROCEEDINGS *Within the past five (5) years, has the Business Entity, an affiliate, or any predecessor company or entity:*	
7.2 Misdemeanor or felony charge, indictment or conviction for: (i.) Any business-related activity including but not limited to fraud, coercion, extortion, bribe or bribe-receiving, giving or accepting unlawful gratuities, immigration or tax fraud, racketeering, mail fraud, wire fraud, price-fixing or collusive bidding; or (ii.) Any crime, whether or not business-related, the underlying conduct of which related to truthfulness, including but not limited to the filing of false documents or false sworn statements, perjury or larceny	☐ Yes ☒ No ☐ N/A
7.3 A debarment from any government contracting process?	☐ Yes ☒ No ☐ N/A
For each "Yes," provide an explanation of the issue(s), the individual involved, the relationship to the submitting Business Entity, the government entity involved, relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer(s) below or attach additional sheets with numbered responses.	

VIII. FINANCIAL AND ORGANIZATIONAL CAPACITY	
8.0 Within the past five (5) years, has the Business Entity or any affiliate received any formal unsatisfactory performance assessment(s) from any government entity on any contract?	☐ Yes ☒ No
If "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, the government entity involved, relevant dates, any remedial or corrective action(s) taken and the current status of the issue(s). Provide answer below or attach additional sheets with numbered responses.	
8.1 Within the past five (5) years, has the Business Entity or any affiliate had any liquidated damages assessed over $25,000?	☐ Yes ☒ No
If "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, relevant dates, the contracting party involved, the amount assessed and the current status of the issue(s). Provide answer below or attach additional sheets with numbered responses.	
8.2 Within the past five (5) years, has the Business Entity or any affiliate had any liens, claims or judgments (not including UCC filings) over $25,000 filed against the Business Entity which remain undischarged or were unsatisfied for more than 90 days?	☐ Yes ☒ No
If "Yes," provide an explanation of the issue(s), the Business Entity involved, the relationship to the submitting Business Entity, relevant dates, the Lien holder or Claimants' name(s), the amount of the lien(s) and the current status of the issue(s). Provide answer below or attach additional sheets with numbered responses.	
8.3 In the last seven (7) years, has the Business Entity or any affiliate initiated or been the subject of any bankruptcy proceedings, whether or not closed, or is any bankruptcy proceeding pending?	☐ Yes ☒ No
If "Yes," provide the Business Entity involved, the relationship to the submitting Business Entity, the bankruptcy chapter number, the court name and the docket number. Indicate the current status of the proceedings as "Initiated," "Pending" or "Closed." Provide answer below or attach additional sheets with numbered responses.	

VIII. FINANCIAL AND ORGANIZATIONAL CAPACITY		
8.4 What is the Business Entity's Bonding Capacity?	$2,000,000,000	
a. Single Project $500,000,000	b. Aggregate (All Projects) $2,000,000,000	
8.5 List Business Entity's Gross Sales for the previous three (3) Fiscal Years:		
1st Year (Indicate year) 2021 Gross Sales $25,000,000	2nd Year (Indicate year) 2022 Gross Sales $10,200,000	3rd Year (Indicate year) 2023 Gross Sales $10,200,000
8.6 List Business Entity's Average Backlog for the previous three (3) fiscal years:	(Estimated total value of uncompleted work on outstanding contracts)	
1st Year (Indicate year) 2021 Amount $126,540	2nd Year (Indicate year) 2022 Amount $33,937,248	3rd Year (Indicate year) 2023 Amount $26,488,760

IX. FREEDOM OF INFORMATION LAW (FOIL)	
9.0 Indicate whether any information provided herein is believed to be exempt from disclosure under the Freedom of Information Law (FOIL). *Note: A determination of whether such information is exempt from FOIL will be made at the time of any request for disclosure under FOIL. Attach additional pages if necessary.*	☐ Yes ☒ No
Indicate the question number(s) and explain the basis for the claim.	

- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

X. ADDITIONAL COMPANY INFORMATION

10.0 **Contractor Information (If Applicable)**

Other Office Locations: N/A

Equipment Yard / Tool Crib Location(s):

101 East Broadway, Hackensack, NJ 07601

Description of Full-Time Equipment and Tool Staff Duties:

Mechanics, "Small Tools" (inventory, distribution, maintenance) - Staffed by JFC

Signatory Collective Bargaining Agreement Description:

Staffed by JFC union employees (Laborers, Mechanics, Operators, etc.)

Number of Non-Trade Employees: 10

Average Weekly Trade Workforce: 30 - 60 depending on project workload

Employed Trades: Dockbuilders, Laborers, Carpenters, Ironworkers, Operators, Teamsters

Subcontracted Work Scopes: Varies per project (see Subcontracting Plan form for specifics)

Professional Design Consultant Information (If Applicable) N/A

Number of Full-Time Office and Professional Employees: _____

Description of Professional Certifications: _____

Certification

- ENVELOPE #2 – PROPOSER COMPANY INFORMATION FORM -

The undersigned: (1) recognizes that this questionnaire is submitted for the express purpose of assisting NJSEA in making determinations regarding an award of a contract or approval of a subcontract; (2) recognizes that NJSEA will rely on information disclosed in the questionnaire in making determinations and in approving a contract or subcontract; (3) acknowledges that NJSEA may, in their discretion, by means which they may choose, verify the truth and accuracy of all statements made herein; and (4) acknowledges that intentional submission of false or misleading information may result in contract suspension or contract termination.

The undersigned certifies that he/she:

- is knowledgeable about the submitting Business Entity's business and operations;
- has read and understands all of the questions contained in the questionnaire;
- has not altered the content of the questionnaire in any manner;
- has reviewed and/or supplied full and complete responses to each question;
- to the best of his/her knowledge, information and belief, confirms that the Business Entity's responses are true, accurate and complete, including all attachments, if applicable;
- understands that NJSEA will rely on the information disclosed in the questionnaire when entering into a contract with the Business Entity; and
- is under obligation to update the information provided herein to include any material changes to the Business Entity's responses at the time of Proposal Submission Deadline through the contract award notification, and may be required to update the information at the request of NJSEA prior to the award and/or approval of a contract, or during the term of the contract.

Signature of Owner/Officer _____

Printed Name of Signatory **Jason Newman**

Title **Designee**

Name of Business **Creamer-Sanzari, A Joint Venture**

Address **101 E. Broadway**

City, State, Zip **Hackensack, NJ 07601**

Sworn to before me this **6th** day of **December**, 20**24**;

_____ Notary Public

MELISSA A JONES
Notary Public
State of New Jersey
ID # 50096041
My Commission Expires Jan. 03, 2029

- ENVELOPE #2 – NON-COLLUSION / INTEGRITY FORM -

STATE OF NEW JERSEY
NEW JERSEY SPORTS AND EXPOSITION AUTHORITY

NON-COLLUSION AFFIDAVIT

State of **New Jersey**

ss:

County of **Bergen**

I, **Jason** (Name), of the municipality of **Wyckoff**
in the County of **Bergen** and the State of **New Jersey** being first duly sworn, depose and say that:

- I am the **Designee** (Title) of the firm **Creamer-Sanzari, A Joint Venture** the Proposer Submitting a RFP Response.
- I execute the RFP Response with the full authority to do so.
- Said Proposer has not directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free, competitive bidding in connection with the above referenced RFP.
- All statements contained in said RFP Response and in this affidavit are true and correct, and made with full knowledge that the New Jersey Sport and Exposition Authority relies upon the truth of the statements contained in the RFP Response and this affidavit.

I further warrant that no person or selling agency has been employed or retained to solicit or secure a future Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, except bona fide employees, or commercial or selling agencies maintained by the Proposer.

Subscribed and sworn to

before me this **6th** day

of **December** 20**24**

(Type or print name under signature)
Jason Newman, Designee

(Notary Public)

My commission expires

MELISSA A JONES
Notary Public
State of New Jersey
ID # 50096041
My Commission Expires Jan. 03, 2029

Design-Build Case Study Form - Prior Experience Details & References

Provide Case Studies of your design-build experience. Case Study examples should emphasize design-build examples with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Respondent shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	001
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

1. Project Owner/Client Name	Veolia North America
2. Project Location	Lake DeForest, NY
3. Total Design-Build Contract Cost	$45.5M
4. Project Total Construction Cost	$42M
5. Scope of Services	Design-Builder (direct contract w/ owner)
6. Project Type	Design-Build

7. Key Dates (Including NTP and Completion)	NTP – September 2020 Completion – April 2024
8. Project Narrative	J. Fletcher Creamer & Son, Inc. (JFC), with design partner Gannett Fleming was contracted by Velia Water New York to design, construct and implement new water treatment processes and facilities at Lake DeForest Water Treatment Plant in West Nyack, NY. The existing Lake DeForest Water Treatment Plant had been in operation since the 1960's. In recent years Veolia water had experience elvated water quality challenges at this facility, including moderate total organic carbon levels, seasonally elevated presence of dissolved iron and manganese, dissolved oxygen and PH fluctuation because of algal growth, and odors and tastes also as a result of algal growth. In order to provide a long-term fix to these issues, JFC developed a design-build team to provide Veolia with high quality construction solutions throughout the duration of the project. Having the right team was critical as all upgrades to the plant has to be installed with minimal interruptions to ongoing existing plan operations as the plant remained open throughout the entire project. JFC designed and installed the following services / products: - New facilities, inclusive of concrete foundations, precast and cast-in-place walls, steel structure and roofing - New pre-oxidation treatment system and facility - New power activated carbon treatment system - Replacement of existing static mixer with mechanical rapid mixing system - Replacement of raw water pumps - Installation of new mechanical scrapers for dissolved air flotation system - Modification and replacement of existing filter underdrains and filter media
9. Description of any material cost overruns and explanation	JFC did not experience any material cost overruns on this project. We believe this was the result of the detailed weekly meetings with our project team and our design engineer; both teams focused on maintaining clear and constant communications and included input for all sources during the design phase.
10. Description of any material schedule delays and explanation	JFC did not experience any material schedule delays on this project; the project was delivered on time as contracted.

Reference

1. Project Owner Reference Name	Anthony Delescinskis
2. Title	Sr. Project Manager
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Owner's Representative

Include project photograph(s)







Design-Build Case Study Form - Prior Experience Details & References

Provide Case Studies of your design-build experience. Case Study examples should emphasize design-build examples with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Respondent shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	002
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

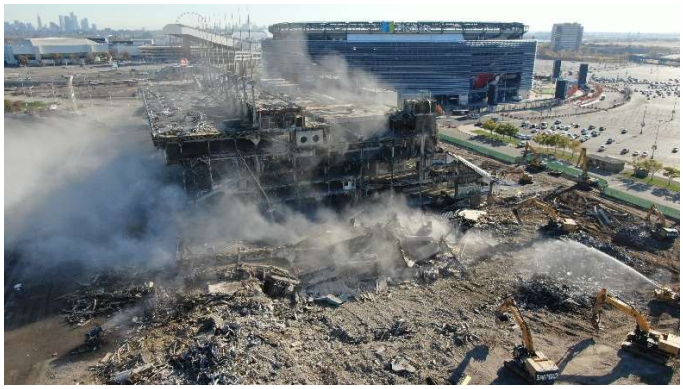
1. Project Owner/Client Name	New Meadowlands Stadium Company
2. Project Location	East Rutherford, NJ
3. Total Design-Build Contract Cost	$30M
4. Project Total Construction Cost	$29.25M
5. Scope of Services	Design-Builder (direct contract w/ owner)
6. Project Type	Design-Build

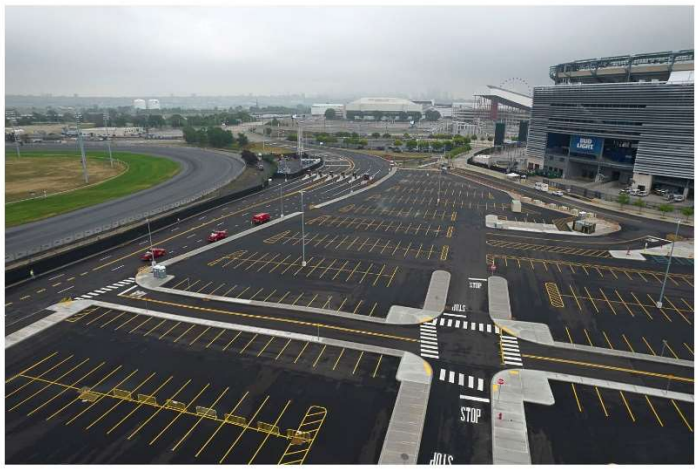
7. Key Dates (Including NTP and Completion)	NTP – May 2022 Completion – May 2023
8. Project Narrative	Joseph M. Sanzari, Inc. (JMS) was awarded the contract for Original Grandstand Demolition & Site Improvements Project in 2022. This was an accelerated timeline contract to demolish the existing 150,000+ square foot Grandstand. Additionally, the design-build contract also included numerous Site Improvements to build a new roadway and parking lots. The demolition of the existing building was a Design/Build project which JMS, along with its demolition subcontractor, Gramercy, and design engineer, Plan B Structural Engineers. The demolition was completed in phases without the use of explosives. During the design phase, it was determined that due to the close proximity of the existing and active Meadowlands Racetrack that demolition would need to be conducted using traditional methods. Throughout the course of the entire project of Demolition and Site Work Construction, Sanzari and our subcontractors worked around the active event schedules of both MetLife Stadium and the Meadowlands Racetrack.
9. Description of any material cost overruns and explanation	N/A
10. Description of any material schedule delays and explanation	N/A

Reference

1. Project Owner Reference Name	John Duffy / Dave Forti / Stephen Sansonese
2. Title	Senior VP / Senior Project Manager / MetLife Director of Operations
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Dave Forti – Owner's Representative

Include project photograph(s)





Meadowlands Grandstand Demolition and Site Improvements,
Contractor: JM Sanzari, Inc, Hackensack, NJ Photo by Image Up Studio, Date: 6/2723, Photo No.: 5155L-26
View: Looking E at Lot H.



Meadowlands Grandstand Demolition and Site Improvements,
Contractor: JM Sanzari, Inc, Hackensack, NJ Photo by Image Up Studio, Date: 4/10/23, Photo No.: 5155J-28
View: Aerial view, concrete pipe installation

Design-Build Case Study Form - Prior Experience Details & References

Provide Case Studies of your design-build experience. Case Study examples should emphasize design-build examples with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Respondent shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	003
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

1. Project Owner/Client Name	MTA Metro-North
2. Project Location	New York, NY
3. Total Design-Build Contract Cost	$650M
4. Project Total Construction Cost	$650M
5. Scope of Services	Lead Designer
6. Project Type	Design-Build

7. Key Dates (Including NTP and Completion)	2023-Ongoing
8. Project Narrative	Park Avenue Viaduct, New York, NY The Park Avenue Viaduct is an elevated steel structure built in 1893 that carries four Metro-North Railroad tracks above Park Avenue in East Harlem. Two major segments of the Park Avenue Viaduct between E115th Street and E132nd Street are being replaced due to deteriorated condition of the viaduct sections. This project involves the replacement of 49 spans totaling nearly 4000 feet of the viaduct in two phases using Design-Build contract delivery method: 32 spans in the first phase and 17 spans in the second phase. An Accelerated Bridge Construction (ABC) method is being used, which allows for closure and replacement of two tracks during the weekends. AECOM is providing design services for viaduct replacement works including structural, geotechnical, track, communications, systems, electrical, grounding and bonding, stray current, civil, traffic and architectural. The bridge design includes the design and detailing of all permanent and temporary works required to complete the staged demolition of the existing structure and reconstruction of the new replacement structure. Bridge work has been staged to maintain four tracks (except for approved Bridge Replacement Outages [BROs]) active for 50 hours during certain weekends. The first phase of the project is currently under construction, with second-phase design well advanced. AECOM employed the ABC method for design, incorporating Prefabricated Bridge Units (PBUs) with shallow steel plate girders and a concrete deck. For construction, the team is utilizing two specialized portal mobile gantry frames designed to handle the demolition and installation of PBUs weighing up to 80 tons. The project has been very successful in meeting both design and construction schedules and opening the tracks without delays as planned. Other innovative strategies on the project include: utilizing shallow PBUs cast upside down to streamline the formation of track plinths, placement of fastener anchorages, drainage troughs and third track inserts; introducing Ultra High-Performance Concrete (UHPC) with steel fibers for the construction of track plinths; implementing strategies to maintain the stability of the existing structure during partial demolition and to manage the forces released from cutting four Direct Fixation (DF) rails; and adopting precise measures in the fabrication and installation of PBUs to achieve exact tolerances and verify proper track alignment between new and old rails following each weekend closure.
9. Description of any material cost overruns and explanation	N/A
10. Description of any material schedule delays and explanation	N/A

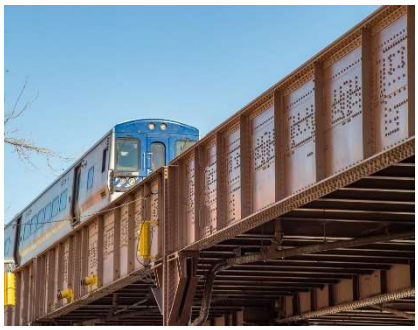
Reference

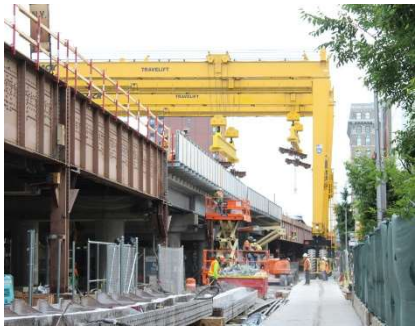
1. Project Owner Reference Name	Nick Almeter
2. Title	Project Manager, Halmar International
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Project Manager

Include project photograph(s)









- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

General Contractor Case Study Form - Prior Experience Details & References

Provide Case Studies of your construction experience with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Proposer shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	004
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

1. Project Owner/Client Name	NJDOT
2. Project Location	Rutherford, NJ & Clifton, NJ
3. Project Total Construction Cost	$167,000,000
4. Scope of Services	General Contractor – Direct Control w/ Owner
5. Project Type	Bridge replacement of active roadway over water

- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

6. Key Dates (Including NTP and Completion)	NTP – September 2020 Completion – April 2024
7. Project Narrative	The **Route 3 Passaic River Bridge Replacement Project** was awarded to the Creamer Sanzari Joint Venture by NJDOT, and featured the following major scopes of work. The bulk of this work was self-performed by the CSJV Joint Venture. - **Bridge Replacement**: The primary task was replacing the existing moveable bridge with a new 1,200 LF long fixed-span bridge. This new structure provided 30-foot vertical clearance over the Passaic River and featured three 12-foot lanes of traffic in each direction, along with two additional 12-foot auxiliary lanes. - **Safety and Congestion Improvements**: One of the project's goals was to enhance safety and reduce congestion by upgrading acceleration and deceleration lanes, as well as roadway shoulders. A total of 15 new acceleration and deceleration lanes were constructed as a part of this project. - **Noise Barriers**: Construction of noise barriers along Route 3 in Rutherford, Lyndhurst, and Clifton were completed to mitigate the impact of traffic noise on surrounding communities. - **Additional Bridge Repairs**: The project also includes repairs and upgrades to five other bridge structures within the project limits, such as Route 3 over Third River, River Road, NJ TRANSIT Main Line, Route 21 ramps, and Ridge Road. - **Traffic Management**: Throughout the construction, three lanes of Route 3 remained open in both directions during daytime and peak hours to minimize disruption. Nighttime lane closures were managed to avoid significant traffic delays. Work on the ancillary structures were also completed while maintaining live traffic access.
8. Description of any material cost overruns and explanation	N/A
9. Description of any material schedule delays and explanation	N/A

Reference

1. Project Owner Reference Name	Phil Petrowski
2. Title	NJDOT Resident Engineer
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Resident Engineer / Owner's Representative

Include project photograph(s)

- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -







- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

General Contractor Case Study Form - Prior Experience Details & References

Provide Case Studies of your construction experience with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Proposer shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	005
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

1. Project Owner/Client Name	NJDOT
2. Project Location	Little Falls, NJ
3. Project Total Construction Cost	$57,000,000
4. Scope of Services	General Contractor – Direct Control w/ Owner
5. Project Type	New / bridge replacements over active roadways

- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

6. Key Dates (Including NTP and Completion)	NTP – May 2019 Completion – May 2021
7. Project Narrative	The **Route 46 & Route 3 Interchange Project** owned by NJDOT consisted of the following elements and was largely self-performed by the Creamer-Sanzari, a Joint Venture: - **Interchange Realignment and Widening**: The project includes the realignment and widening of Route 46 to improve traffic flow and safety. This involves the construction of wider shoulders, acceleration, deceleration, and auxiliary lanes. Over 4,000 LF of new county roadway was installed as a part of the roadwork. - **Bridge Construction**: Four new bridge structures were built to support the redesigned interchange. CSJV performed rock blasting in order to install the bridge supports. Five (5) MSE walls were installed in support of the bridge approaches as well. - **New Interchange Features**: The new interchange design included a three-lane section of Route 3 to replace the existing two-lane connections, a new signalized intersection, and a multi-lane roundabout to enhance traffic management. - **Traffic Management**: Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures, traffic shifts and night / weekend work as needed. - **Utility Relocation**: Utilities in the project area were relocated to accommodate the new infrastructure, ensuring that the construction could proceed without major interruptions and ensuring a more servicable layout in the future. Over 3,000 LF of large diamter water mains (42", 48" and 51") were installed as a part of this work. Additionally, over 4,000 LF of gas mains were relocated in order to complete this work. Lastly, over 50,000 LF of new electric, telephone and cable ductbanks were installed to complete the utility work.
8. Description of any material cost overruns and explanation	N/A
9. Description of any material schedule delays and explanation	N/A

Reference

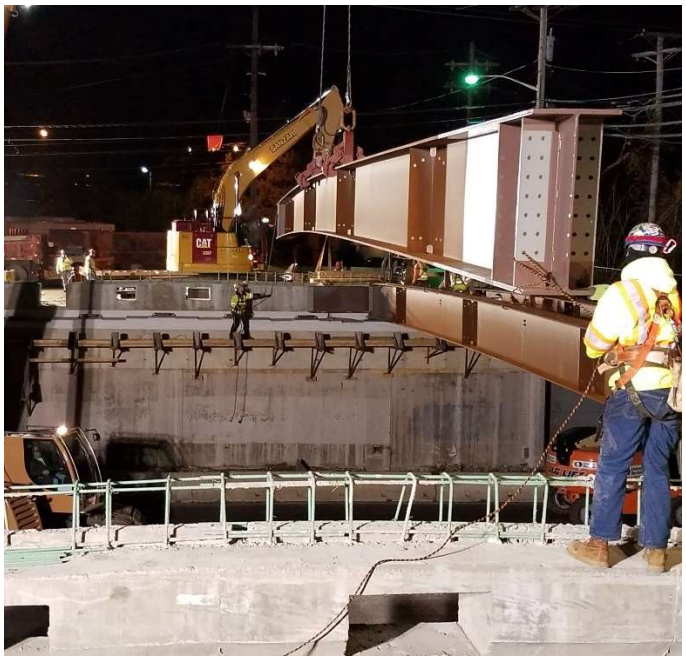
1. Project Owner Reference Name	Michael Everett
2. Title	NJDOT Resident Engineer
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Resident Engineer / Owner's Representative

Include project photograph(s)



NJDOT Route 3, Route 46,Valley Rd. & Notch Rd
Creamer Sanzari/JV Job No. 15-5397
Date: 11/25/19 Photo No. 4844LL-10
View: post construction aerial view, looking W. at Notch Rd. bridge, Rt 46 W
rip rap placement & landscaping





- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

General Contractor Case Study Form - Prior Experience Details & References

Provide Case Studies of your construction experience with vehicular and/or pedestrian bridges spanning active highways, waterways or other active transportation systems.

Proposer shall utilize this form for each case study submitted. The case Study form is limited to a maximum of three (3) pages including photographs.

Case Study Project Number	006
Proposer Name:	Creamer-Sanzari, a Joint Venture
Proposer Team Member (If Applicable):	AECOM
Proposer / Proposer Team member contractual relationship with project owner:	☑ Prime contract with owner; or ☐ Joint venture (if joint venture, name joint venture members); or, _____ ☐ Subcontractor (if subcontractor, identify your contract party and their contract relationship to the design-build project); or, _____ ☐ Subconsultant (if subconsultant, identify your contract party and their contract relationship to the design-build project). _____

Project Experience Details

1. Project Owner/Client Name	New Jersey Turnpike Authority
2. Project Location	East Rutherford, NJ
3. Project Total Construction Cost	$14,300,000
4. Scope of Services	General Contractor – Direct Control w/ Owner
5. Project Type	New bridge structure installation w/ live traffic

6. Key Dates (Including NTP and Completion)	NTP – October 2014 Completion – January 2017

7. Project Narrative	**New Jersey Turnpike Authority T300.178 – Improvements to Interchange 15W and 16W** was awarded to Creamer Sanzari in late 2014.This project, working directly for the New Jersey Turnpike Authority consisted of the following key components, which were largely self-performed by Creamer-Sanzari: - **Bridge Construction**: New bridge structures were built to support the redesigned interchanges. The existing ramps were widened in order to improve traffic flow. New piers were constructed in the Berry's Creek waterway, requiring the use of cofferdams to complete the work. Scope included obtaining the required DEP permit for in-channel work. Foundations required driven H-piles (6,500 VLF). - **Roadway Widening**: Sections of the roadway were widened to add additional lanes, which helped reduce congestion and improve traffic movement through the interchanges. This also required new guiderail, roadway lighting and new signage associated with the widening project. - b: Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - **Utility Relocation**: Utilities in the project area were relocated to accommodate the new infrastructure.
8. Description of any material cost overruns and explanation	N/A
9. Description of any material schedule delays and explanation	N/A

Reference

1. Project Owner Reference Name	Jason Massa, PE
2. Title	NJTPA Resident Engineer
3. Telephone Number	[redacted]
4. Email	[redacted]
5. Role in Project	Resident Engineer / Owner's Representative

- ENVELOPE #2 – GENERAL CONTRACTOR CASE STUDY FORM -

Include project photograph(s)







Creamer Sanzari Project References

Creamer Sanzari Project Reference (CSJV)
Creamer Project Reference (JFC)
Sanzari Project Reference (JMS)

PROJECT NAME	Project Reference #	Project Type Design-Build (DB) / Construction (C)	Company	PROJECT LOCATION	PROJECT DESCRIPTION	APPROX. VALUE	COMPLETION DATE	OWNER	OWNER CONTACT
NJDOT Route 3 Over Passaic River Bridge	1	C	CSJV	Rutherford / Clifton, NJ	The Route 3 Passaic River Bridge Replacement Project was awarded to the Creamer Sanzari Joint Venture by NJDOT, and featured the following major scopes of work. The bulk of this work was self-performed by the CSJV Joint Venture. - **Bridge Replacement**: The primary task was replacing the existing moveable bridge with a new 1,200 LF long fixed-span bridge. This new structure provided 30-foot vertical clearance over the Passaic River and featured three 12-foot lanes of traffic in each direction, along with two additional 12-foot auxiliary lanes. - **Safety and Congestion Improvements**: One of the project's goals was to enhance safety and reduce congestion by upgrading acceleration and deceleration lanes, as well as roadway shoulders. A total of 15 new acceleration and deceleration lanes were constructed as a part of this project. - **Noise Barriers:** Construction of noise barriers along Route 3 in Rutherford, Lyndhurst, and Clifton were completed to mitigate the impact of traffic noise on surrounding communities. - **Additional Bridge Repairs**: The project also includes repairs and upgrades to five other bridge structures within the project limits, such as Route 3 over Third River, River Road, NJ TRANSIT Main Line, Route 21 ramps, and Ridge Road. - **Traffic Management:** Throughout the construction, three lanes of Route 3 remained open in both directions during daytime and peak hours to minimize disruption. Nighttime lane closures were managed to avoid significant traffic delays. Work on the ancillary structures were also completed while maintaining live traffic access.	$ 167,000,000.00	February 2020	NJDOT	Phil Petrowski, NJDOT RE. [redacted]
NJ Turnpike Hudson County Extension Projects 1 & 2	2	C	CSJV	Newark, Bayonne, Jersey City, NJ	The **Creamer Sanzari Joint Venture** completed another successful, large scale Heavy Highway Project for the NJTA. The project was located on the Newark Bay Hudson County Extension between Milepost N5.80-N8.20 and consisted of the following highlights. The bulk of this work was self-performed by the CSJV Joint Venture. - **Structural Steel:** Structural steel strengthening and steel repairs / repainting were completed along the entirety of the project. - **Bridge Deck Replacement:** 1.1 miles of bridge deck and parapet replacement was completed, including seismic retrofitting of the existing footings, spall repairs. Over 5,100 CY of concrete bridge deck was replaced, including over 2 millions pounds of new rebar. - **Modification to Toll Plazas**: Precast concrete slab installation at the interchange 14C toll plaza and drainage improvements were an integral part of this project. Over 1,200 precast concrete slabs were installed utlizing HICC cycles between Friday at 8PM and Monday at 5AM. - **Traffic Control & Construction Protection**: The project team had to temporarily support the structures with jacking towers in order to replace 470 bearings and concrete pads (the existing concrete piers required over 6,200 SF of spall repairs). Throughout construction, traffic was maintained by use of lane closures and shifts, as well as HICC cycles in order to reduce congestion in one of the state's most travelled roadways.	$ 150,000,000.00	March 2021	New Jersey Turnpike Authority	Jason Massa, PE [redacted]
NJ Turnpike Contract T200.017 Interchange 16W / Route 3 Ramp	3	C	CSJV	Carlstadt & East Rutherford, NJ	Creamer Sanzari was awarded the contract for the Interchange 16W upgrades in East Rutherford, NJ; work for this project commenced in April of 2008. Highlights of the scope of work are outlined below. The bulk of this work was self-performed by the CSJV Joint Venture. - **Interchange Upgrades:** The construction of three (3) new bridge structures (ramps) and the realignment of existing roadways / ramps was completed to improve connectivity between the New Jersey Turnpike and Route 3. Bridge foundations were steel pipe pile supported. Additionally, Two-stage MSE walls were constructed adjacent to the new bridge structures. - **Roadway Widening:** The project includes widening sections of Route 3 to add additional lanes, which helped reduce congestion and improved traffic movement through the interchange. - **Traffic Management:** Throughout the construction of the bridges, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts and night-work as needed. - **Utility Relocation**: Utilities in the project area were relocated to accommodate the new infrastructure.	$ 50,500,000.00	December 2012	New Jersey Turnpike Authority	Jason Massa, PE [redacted]

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Route 120 / Paterson Plank Road Improvements	4	C	CSJV	Secaucus, NJ	CSJV was again called upon to be the solution for NJDOT on their Route 120 and Paterson Plank Road improvement project. This contract consisted of the following main scopes of work. The bulk of this work was self-performed by the CSJV Joint Venture. - **Roadway Widening and Improvements**: The project included widening Route 120 and Paterson Plank Road to accommodate additional lanes and improve traffic flow. This also involved the construction of an exclusive right-turn lane from Paterson Plank Road to Gotham Parkway. All road work had to be completed while maintaining live traffic and reducing impact to the motoring public. - **Bridge Rehabilitation**: Two bridges were rehabilitated as part of this project. The bridge over Route 17 required deck replacement and widening of the southbound lane, while the bridge over the NJ Transit railroad line (Pascack Valley Line) required deck replacement and lane widening on both sides. - **Utility Relocation**: Significant utility relocation was necessary to accommodate the new roadway and bridge structures. This included moving utilities away from the highway to minimize future disruptions. - **Traffic Management**: Throughout the construction, measures were taken to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - **Misc. Infrastructure Improvements:** The project also included drainage improvements, road surfacing, retaining walls, traffic signals, traffic monitoring devices, median, signage, sidewalk, and landscaping.	$ 35,000,000.00	September 2010	NJDOT	Phil Petrowski, NJDOT RE. [redacted]
NJDOT Route 46 & 3 - Little Falls	5	C	CSJV	Little Falls, NJ	Creamer Sanzari's scope of work on the Route 46 and Route Interchange project consisted of the following elements and was largely self-performed by the CSJV Joint Venture. - **Interchange Realignment and Widening**: The project includes the realignment and widening of Route 46 to improve traffic flow and safety. This involves the construction of wider shoulders, acceleration, deceleration, and auxiliary lanes. Over 4,000 LF of new county roadway was installed as a part of the roadwork. - **Bridge Construction**: Four new bridge structures were built to support the redesigned interchange. CSJV performed rock blasting in order to install the bridge supports. Five (5) MSE walls were installed in support of the bridge approaches as well. - **New Interchange Features**: The new interchange design included a three-lane section of Route 3 to replace the existing two-lane connections, a new signalized intersection, and a multi-lane roundabout to enhance traffic management. - **Traffic Management:** Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures, traffic shifts and night / weekend work as needed. - **Utility Relocation:** Utilities in the project area were relocated to accommodate the new infrastructure, ensuring that the construction could proceed without major interruptions and ensuring a more servicable layout in the future. Over 3,000 LF of large diamter water mains (42", 48" and 51") were installed as a part of this work. Additionally, over 4,000 LF of gas mains were relocated in order to complete this work. Lastly, over 50,000 LF of new electric, telephone and cable ductbanks were installed to complete the utility work.	$ 57,000,000.00	May 2021	NJDOT	Michael Everett, [redacted]
PCL Construction American Dream / Meadowlands	6	C	CSJV	East Rutherford, NJ	Creamer Sanzari performed work for PCL Construction Services for modifications and expansion of the American Dream facility in East Rutherford, NJ. CSJV self-performed the bulk of this contract, highlights of the work are below: - **Micro Pile and Helical Pile Installation**: Additional piles were installed throughout various portions on the facility in order to provide additional support for the building foundation(s). Challenging installations requiring limited work area were successfully navigated by the project team in accomplishing this scope. - **Additional Utility / Drainage Installation**: Storm sewer, grease traps, sanitary sewer as well as gas piping were all installed throughout the site. - **Structural Enhancements**: New footings / foundations as well as steel columns were installed to shore up the American Dream facility.	$ 15,100,000.00	April 2020	PCL Construction Services, Inc.	Andrew Why, PE [redacted]
NJDOT DP09-108 Reconstruction of Route 46 Bridges / Roadway	7	C	CSJV	Clifton, NJ	Creamer Sanzari was awarded the contract to replace five (5) bridges along Route 46. There were several critical compenents of this work. The bulk of this work was self-performed by the CSJV Joint Venture. - **Bridge Replacement:** The project included the replacement of five (5) bridge structures along Route 46. These bridges required upgrades to improve their physical condition and vertical clearance. - **Roadway Realignment and Widening**: Route 46 was realigned and widened to enhance traffic flow and safety. This included the addition of wider shoulders, acceleration, deceleration, and auxiliary lanes. - **Interchange Improvements**: At the Route 3/Route 46 interchange, a new three-lane section of Route 3 replaced the existing two-lane connections. The interchange also features a new signalized intersection, and a multi-lane roundabout to improve traffic management. - **Utility Relocation**: Significant utility relocations were required to accommodate the new roadway and bridge structures. (water, gas, electric, telecom) This included moving utilities away from the highway to minimize future disruptions. - **Traffic Management:** Throughout the construction, measures were taken to keep the highway open to motorists, minimizing traffic disruptions.	$ 26,000,000.00	December 2015	NJDOT	Carl Kneidinger [redacted]

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NJ Turnpike Authority T300.178 Interchange 15W & 16W Improvements	8	C	CSJV	East Rutherford, NJ	This Creamer Sanzari project, working for the New Jersey Turnpike Authority consisted of the following key compenents. The bulk of this work was self-performed by the CSJV Joint Venture. - **Bridge Construction:** New bridge structures were built to support the redesigned interchanges. The existing ramps were widened in order to improve traffic flow. New piers were constructed in the Berry's Creek waterway, requiring the use of cofferdams to complete the work. Scope included obtaining the required DEP permit for in-channel work. Foundations required driven H-piles (6,500 VLF). - **Roadway Widening**: Sections of the roadway were widened to add additional lanes, which helped reduce congestion and improve traffic movement through the interchanges. This also required new guiderail, roadway lighting and new signage associated with the widening project. - **Traffic Management:** Throughout the construction period, measures were implemented to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. - **Utility Relocation:** Utilities in the project area were relocated to accommodate the new infrastructure.	$ 14,300,000.00	April 2017	New Jersey Turnpike Authority	Jason Massa, PE [redacted]
Meadowlands Paddock Renovation	9	C	CSJV	East Rutherford, NJ	The Meadowlands Paddock Renovation Project, constructed by Creamer Sanzari for the New Jersey Sports and Exposition Authority, involved the following highlights in scope of work: - **Building Foundation and Steel:** CSJV construction the slab and foundation(s) for the new Paddock building, as well as the erection of the steel for the building structure. - **Roofing System Installation**: The project included the installation of a new Décor Roof System on the Grandstand Paddock at the Meadowlands Racetrack. This system used Sika Sarnafil's G410 thermoplastic single-ply roofing membrane. - **Snow Guard Installation:** The project also involved installing snow guards over a bearing wall, a task that required innovative solutions to ensure durability and effectiveness. - **Integration with Existing Structures:** The new roofing system had to be seamlessly integrated with existing buildings, including tying a metal roof into the Décor single-ply membrane.	$ 10,500,000.00	February 2009	NJ SPORTS & EXPOSITION AUTHORITY	John Duffy Number / Email
Jones Road Bridge Replacement	10	C	CSJV	Englewood, NJ	Creamer Sanzari is currently engaged in constructing the full replacement of > 200' long Jones Road Bridge of NJ Route 4 in Englewood, NJ. The project consists of the following items and was largely self-performed by the CSJV Joint Venture. - The complete removal and replacement of the piers, abutments, stringers, floor beams and bridge deck. In addition, approximately 6,000 CY of rock removal and rock bolts will be required to accomodate the new set back abutments. - Four (4) active utilities are being relocated are being relocated as part of the scope of work as well. - New lighting, achitectural features and storm / sewer are also part of the overall project. To date, CSJV has completed phases of the demolition and removal work, as well as the first phases of construction of the piers, abutments and bridge deck.	$ 22,000,000.00	In Progress	NJDOT	Cristina Morisete-Garcia [redacted]
Improvements to Route 120 and Route 3	11	C	CSJV	Carlstadt & East Rutherford, NJ	Creamer Sanzari was hired by Meadowlands Management, LLC to complete modifications to the Route 120 and Route 3 Interchange. The bulk of this work was self-performed by the CSJV Joint Venture. Highlights of this scope of work are as follows: - **Bridge Rehabilitation**: The project required the rehabilitation of two bridges. The bridge over Route 17 involved deck replacement and widening of the southbound lane, while the bridge over the NJ Transit railroad line (Pascack Valley Line) required deck replacement and lane widening on both sides. - **Roadway Widening and Improvements**: The project included widening Route 120 and Route 3 to accommodate additional lanes and improve traffic flow. This also involved the construction of new ramps and the realignment of existing ones to enhance connectivity. - **Utility Relocation**: Significant utility relocation was necessary to accommodate the new roadway and bridge structures. This included moving utilities away from the highway to minimize future disruptions. - **Traffic Management:** Throughout the construction, measures were taken to manage traffic flow and minimize disruptions. This included temporary lane closures and traffic shifts. Additionally, working over NJ Transit's rail line involved constant coordination with the Agency to ensure safety and continued rail service. - **Additional Infrastructure Improvements**: The project also included drainage improvements, road surfacing, retaining walls, traffic signals, traffic monitoring devices, median, signage, sidewalk, and landscaping.	$ 24,000,000.00	February 2011	Meadowlands Management, LLC	Phil Petrowski, NJDOT RE. [redacted]
MetLife Stadium Pedway Renovation Project	12	DB	JMS	MetLife Stadium, East Rutherford, NJ	Joseph M. Sanzari, Inc. was contracted by MetLife Stadium for the Design/Build Construction of a New Concrete Pedestrian Walkway that stretched from the MetLife Gate Stadium Entrance, to the Outer Loop Roadway between lots G & F. This project was based off of preliminary designs prepared by Langan Engineering. Sanzari completed the design, utilizing colored concrete patterns and a white concrete curb down the center of the pedway which lined up with the 50 Yard Line of the MetLife Field.	$ 600,000.00	August 2014	MetLife Stadium	Mike Miller, [redacted]
Original Grandstand Demolition / Site Improvements	13	DB	JMS	MetLife Stadium, East Rutherford, NJ	Joseph M. Sanzari, Inc. was awarded the contract for Original Grandstand Demolition & Site Improvements Project in 2022. This was an excelerated timeline contract to demolish the existing 150,000 + SF Granstand and large Site Improvements to build a new roadway and parking lots in its place. The demolition of the existing building was a Design/Build project which Sanzari, along with our demolition subcontractor, Gramercy, executed. The demolition was completed in phases without the use of explosives due to the close proximity of the existing and active Meadowlands Racetrack. Throughout the course of the entire project of Demolition and Site Work Construction, Sanzari and our subcontractors worked around the active event schedules of both MetLife Stadium and the Meadowlands Racetrack.	$ 30,000,000.00	August 2023	New Meadowlands Stadium Company	Dave Forti, [redacted] John Duffy

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Construction of New Office Complex	14	DB	JMS	825 Wilson Avenue Newark, NJ	Joseph M. Sanzari, Inc. was contracted by Darling International, Inc. to design and build a new office building and training facility at their Newark, NJ complex. JMS hired DMR Architects to design a 15,000 SF Office Building. JMS also hired Neglia Engineering to design all site improvements. JMS performed all construction for their complete new building, site improvements and installed a security booth at their gated entrance.	$ 4,500,000.00	November 2015	Darling International, Inc.	William Frish [redacted]
New York Avenue from Intersection of Ravine Ave to South St, 12" Water Main Relocation & New Storm Sewer	15	DB	JMS	New York Ave, Jersey City, NJ	Joseph M. Sanzari, Inc. was contracted by JCMUA to design and build a 12" Water Main relocation and new Storm Sewer along a section of New York Avenue in Jersey City. Dewberry Engineers produced a preliminary design for JCMUA. JMS hired Dewberry to complete the design and work with JMS through the completion of the contract. This contract involved deep excavations within the roadway to install new utilities along a busy corridor of Jersey City. Multiple Design changes occured throughout the project due to many unidentified utility crossings. The purpose of this contract was to releive a combined sewer system. JMS installed a new 42" Vylon Storm Sewer and connected it to existing storm drain systems. JMS also replaced all services from exsiting homes and buildings to the newley relocated 12" Water Main.	$ 12,000,000.00	February 2024	Jersey City Municipal Utilities Authority	Rich Haytas [redacted]
Perimeter Roadway Lighting - (J Plaza, Berry Creek Road & Valet Road)	16	DB	JMS	MetLife Stadium, East Rutherford, NJ	Joseph M. Sanzari, Inc. was contracted by MetLife Stadium on a Design/Build basis to furnish and install 89 new perimeter light poles, foundations, and conduit along Berry Creek Road, J Plaza, and Valet Road. JMS hired Neglia Engineering to design engineer all Light Pole Replacement Plans, Electrical Plans and Structural Details for this contract. JMS performed all work without interuption to MetLife Stadiums event schedule, and while maintaining active lanes of traffic.	$ 2,000,000.00	September 2019	MetLife Stadium	Mike Goldsworth, [redacted]
County of Bergen - Various Emergency Replacement Contracts	17	DB	JMS	Various Locations throughout Bergen County, NJ	Joseph M. Sanzari, Inc. has been contracted by the County of Bergen for multiple contracts from 2020 through present day, on a design/build basis, for emergency repairs and or replacement of various culverts and bridges due to storm related damages. JMS worked with the County, Local Municipalities, and various design engineer firms throughout the past 4 years to replace/repair many structures damaged by severe weather.	$ 15,000,000.00	2020 through 2024	County of Bergen	Joe Femia [redacted]
Contract No. T100.584 - Rehabilitation of Structure No's. E113.00; E113.16; E114.52 and E115.21	18	C	JMS	Bergen & Hudson Counties, NJ	In September 2021, Joseph M. Sanzari, Inc. was awarded Contract No. T100.584 by the New Jersey Turnpike Authority for Rehabilitation of Turnpike Structures E113.00, E113.16, E114.52 and E115.21. This contract involves the reconstruction of bridge decks, strucural steel repairs, superstructure strengthening, repainting of structural steel, bearing replacement, substructure concrete repairs, roadway lighting, roadway resurfacing, drainage improvementsa and beam guiderail upgrades from Milepost E112.5 to E116.0 in Bergen & Hudson Counties.	$ 42,121,000.00	In Progress. Anticipated Completsion is January 2025.	New Jersey Turnpike Authority	Michael Huston, [redacted]
Contract No. T100.586 - Bridge Superstructure and Median Barrier Reconstruction, MP 74.3 to 76.5	19	C	JMS	Middlesex County, NJ	In July 2021, Joseph M. Sanzari, Inc. was awarded Contract No. T100.586 by the New Jersey Turnpike Authority for the Bridge Superstructure and Median Barrier Reconstruction from Milepost 74.3 to 76.5 on NJ Turnpike. This contract involves reconstruction of bridge decks, superstructure replacement, superstructure and substructure rehabilitation, median barrier reconstruction, roadway improvements, and maintenance and protection of traffic measures on Structures 74.31, 74.39 over Cranbury-South River in Middlesex County.	$ 30,000,000.00	In Progress. Anticipated Completsion is January 2025.	New Jersey Turnpike Authority	Joseph El-Kallassy [redacted]
Contract No. T300.489 - Interchange 18E Express E-Z Pass and 16E Improvements	20	C	JMS	Secaucus, NJ	In February 2020, Joseph M. Sanzari, Inc. was awarded Contract No. T300.489 by the New Jersey Turnpike Authority for Interchange 18E Express E-Z Pass and 16E Improvements. This contract involves the removal of a portion of the existing Interchange 16E / 18E Toll plaza, construction of Express E-ZPass roadways for both the SNE and NSE Roadways, the construction of 6 sign structures, reconstruction of the existing stormwater drainage system including new trench drains, roadway lighting, and new striping from Milepost E110.4 to E114.5 in Secaucus, New Jersey.	$ 21,200,000.00	June 2022	New Jersey Turnpike Authority	Richard Seamon, [redacted]
ADA North 3 Contract	21	C	JMS	Bergen, Morris, Union & Essex Counties	In May 2020, Joseph M. Sanzari, Inc. was awarded the ADA North Contract 3 by the New Jersey Department of Transportation. Thic contract involved ADA Improvements, pedestrian walkway improvements to meet ADA standards along 5 bridges within Northern NJ; Ramsey, Denville, Randolph, Hillside & Nutley.	$ 1,100,000.00	October 2021	New Jersey Department of Transportation	Nilov Patel, [redacted]
Maintenance Concrete Structural Repair Contract, Central - 2021	22	C	JMS	Hunterdon, Mercer, Middlesex, Mnmouth, Ocean, Somerset & Warren Counties, NJ	In January 2021, Joseph M. Sanzari, Inc. was awarded the Maintenance Concrete Structural Repair Contract, Central for Various Locations in the Central Region of NJ. This contract involved concrete, substructure and structural steel repairs to existing bridges at various locations.	$ 8,300,000.00	May 2022	New Jersey Department of Transportation	Ibrahem Taleb, [redacted]
Bridge Preventive Maintenance Contract 2020-2; 24 Bridges	23	C	JMS	Colts Neck, Wall, Neptune, Ocean, Eatontown, Tinton Falls and Marlboro Townships	In December 2021, Joseph M. Sanzari, Inc. was awarded the Bridge Preventive Maintenance Contrat 2020-2 by the New Jersey Department of Transportation. This contract involved concrete bridge deck repairs, deck joint repairs, bridge header and substructure concrete repairs to 24 bridges along Route 18, Route 34 and Route 138 within various towns in Monmouth County.	$ 3,500,000.00	December 2023	New Jersey Department of Transportation	Sean Sides [redacted]
Maintenance Concrete Structural Repair Contract, Central - 2022	24	C	JMS	Hunterdon, Mercer, MIddlesex, Mnmouth, Ocean, Somerset & Warren Counties, NJ	In December 2021, Joseph M. Sanzari, Inc. was awarded the Maintenance Concrete Structural Repair Contract, Central - 2022 for Various Locations in the Central Region of NJ. This contract involved concrete, substructure and structural steel repairs to existing bridges at various locations.	$ 17,500,000.00	August 2024	New Jersey Department of Transportation	Jackie Yiu, [redacted]
EPC / Design-Build Lake DeForest Pump Station	25	DB	JFC	Lake Deforest, NY	Creamer was contracted by Veolia to act as their EPC contractor for the construction of a new pump station in Lake DeForest, NY. This project features the design, construction and implementation of a pre-oxidation treatment system and facility, a powder activated carbon treatment system with mechanized rapid mixing features, and the modification and replacement of existing filter underdrains and filter media. To increase existing and future plant efficiency, this project also features the replacement of existing raw water pumping equipment, the installation of new automated de-sludging system to improve the existing dissolved air flotation system, and the replacement of the existing traveling water intake screen for debris removal.	$ 45,500,000.00	July 2024	Veolia	Anthony Delescinskis [redacted]

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EPC / Design-Build Suez PFAS Compliance Projects A, E, F, I, H	26	DB	JFC	Putnam County, NY	Creamer was selected by Veolia as the EPC contractor for upgrades to existing wells in order to comply with state drinking water regulations. The project included designing and constructing foundations and a pre engineered building to house the GAC vessels that will be used for the treatment. The team analyzed the existing system's hydraulics and upgraded the well pumps or added booster pumps in order to maintain the plant capacity. Chemical treatment rooms were added to each building as part of the design. The design team also made provisions for future PFAS or other contaminant upgrades at the well sites. The schedule for the project was very aggressive and the Design Build approach allowed the project team to move forward with submittals and procurement for long lead items at 30% design while permitting was on going. In addition to procuring material during the permitting process we were able to receive materials on site ahead of time so that once we received the building permit we were able to get the foundations installed immediately. This approach also allowed the team to successfully collaborate with the owner to assure their requirements and needs were met. Our extensive knowledge and experience allowed us to successfully identify and mitigate any potential design or construction challenges ahead of time.	$ 25,000,000.00	April 2024	Veolia	Steven R. Garabed, P.E. [redacted]
Bergen to Linden Corridor (BLC) Newark Bay crossing via HDD - Design-Build	27	DB	JFC	Bayonne / Elizabeth, NJ	Creamer was contracted by PSE&G to design and build two (2) 1-1/4 mile long horizontal directional drills underneath the Newark Bay for two (2) - 36" diameter casings, in which Creamer then installed a HDPE conduit bundle (which was then grouted in place). At the time of its construction, the two 6,700 LF sections installed under the Newark Bay were the longest continuous 345kV cable sections installed utilizing a trenchless installation method in North America. Also included in this scope were four (4) - 50' x 10' x 8' HDD anchor manholes. HDD designer worked as a consultant directly for the Creamer team.	$ 85,000,000.00	2018	PSE&G	Jason Kalwa [redacted]
Bergen to Linden Corridor (BLC) Manhole & Conduit Installation	28	C	JFC	Bayonne / Elizabeth, NJ	J. Fletcher Creamer & Son was responsible for the installation of five new underground 345 kV circuits, amounting to 22 circuit-miles. The new 345 kV ductbanks traversed through dense urban areas in the cities of Bayonne and Elizabeth. The installation required the relocation of existing water and gas facilities as well as lining of the City of Elizabeth'd 100-year-old brick and clay sewer system when crossing or paralleing in close proximity. Along the route we also installed fifty-six (56) new manholes, crossed six bridges (three over rail lines) and crossed two railways at grade.	$ 123,000,000.00	2018	PSE&G	Jason Kalwa [redacted]
Absecon Inlet Coastal Storm Damage Reduction Project	29	C	JFC	Atlantic City, NJ	J. Fletcher Creamer was awarded the US Army Corp of Engineers (Corp) Absecon Inlet Coastal Storm Damage Reduction Structures. The successfully completed project included the following:Installation of two new seawall structures to reduce storm flooding along the Absecon Inlet in Atlantic City. Seawalls were built using steel sheeting and marine mattresses to prevent beach erosion supported by a corestone box and double layer capstone build. Structures included dismantling of one jetty and four groin structures to drive steel sheeting through their limits. After steel sheeting was erected existing stone was rehandled to blend into the new structure creating contiguous coastal protection.	$ 40,000,000.00	2021	US Army Corp of Engineers	Jason Neuls, PMP [redacted]
NPLR Manhole and Conduit	30	C	JFC	West Orange / Newark, NJ	J. Fletcher Creamer & Son installed 16 miles of 230 kV ductbank from the West Orange Train Station to McCarter Switch in Newark, NJ. Challenges faced for this work involved replacing roughly eight (8) miles of gas main along the route as well as working in rocky conditions throughout West Orange. The section of the route entering into Newark involved heavy traffic control with the City of Newark and communiation with local community groups.	$ 32,000,000.00	2018	PSE&G	Ron Shute [redacted]

- ENVELOPE #2 – KEY PERSONNEL FORM -

Identify the Project Team members proposed to be assigned to this project should the Proposer be awarded a Contract.

The Project Manager is the office staff member who is responsible for overall Contract performance, administration and compliance, scheduling and hiring/selecting subcontractors. The Project Superintendent is the full-time field staff member who has overall on-site responsibility for a Project/Package. The Project Engineer is required to be designated as the key individual for all administrative requirements. In each category, write the name of the individual who will be performing the functions described above, regardless of the actual titles the individuals hold within your firm.

In each category below, list the names of the individuals proposed to be assigned to this project.

See all contract documents for

Project Manager, Project Superintendent and Project Engineer qualifications and staffing requirements.

Attach resumes for each person identified within this proposal.

Title	Name	Education	Time Employed With Proposer		Total Construction Industry Experience	
			Years	Months	Years	Months
Full-Time Project Superintendent	Drew Terpenning	MS - NJIT BA - Drew University	8	3	12	6
Full-Time Site Safety Manager	Perry Kasturas	OSHA 500 OSHA 30 TCC Hazwoper 40 First Aid / CPR	14	7	28	6
Full-Time Project Engineer	Chris Menge, PE	BS - NJIT NJ PE License	10	4	14	7
Project Manager	Joe Vavrence, PE	BS - Rutgers NJ PE License	28	7	17	7

1.0 STAFFING STRATEGY AND COMMUNICATION

1.1 PROJECT ORGANIZATION

1) Responsibility for the project will be assigned to a team of key individuals which will assume the roles and responsibilities that are described further below. The current organization of the Team is illustrated in the Project Organization Chart located in Envelope #2 – 5.iii. This Team is made up of a select group of individuals with proven skills applicable to their roles and responsibilities. As the project advances, additional team members will be added and the organization chart updated to reflect the expanded team. Resumes for each of the team members identified in 1.2 have been provided in Attachment D.

1.2 ROLES AND RESPONSIBILITIES

1) **Project Executive – Nelson Sanchez**

a) The Project Executive is the executive head of the Project Team, providing oversight of the team's performance and execution. He provides high level communication with the Owner's Executive Management Team. The Project Executive provides oversight in assembling and leading the project team. He will serve as the DESIGN-BUILDER REPRESENTATIVE.

b) The Project Executive provides internal support and oversight to the Project Manager and works with the General Superintendent to ensure all resources and materials are available to the crews for the efficient execution of work.

2) **Project Manager – Joe Vavrence, PE**

a) The Project Manager has day to day responsibility for administration of the Contract and shall be the primary interface with the Owner in the execution of the Contract, including invoicing and collecting payments from the Owner, as well as providing/receiving and distributing feedback to and from the Owner. The Project Manager will also be responsible for providing the Owner with all deliverables required by the Contract including progress reports as well as scheduling and conducting the progress meetings and coordinating all action items resulting from these meetings. Internally the Project Manager will have direct responsibility for the Design, Procured Materials, QA Program, and Turnover aspects of the Scope of Work. The Project Manager is also responsible to report progress internally to CSJV Management.

b) The Project Manager's overall responsibilities will include, but not be limited to:

- Preparing the monthly invoice to the Owner
- Tracking and submitting contract changes to the Owner
- Maintaining commercial correspondence with the Owner
- Managing the overall project budget including review of all expenditures
- Review of Requests for Quotation and Bid Evaluations
- Review of Purchase Orders and Approval of Vendor Invoices
- Preparing the Project Execution Plan and updating if necessary
- Coordinate, represent, and document meetings with Owner
- Managing the Design Process including the associated progress meetings & reviews, schedules, and budget
- Oversight of the procurement, fabrication, and delivery of all materials
- Oversight of the implementation of QA Program for the Project.
- Oversight of schedule development and updates.
- Coordinate constructability reviews during the design phase of the project.

- Pre-Qualification of field Subcontractors.

3) **General Superintendent – Joseph Sanzari, Jr.**

a) The General Superintendent provides oversight and support for all field operations. He supports all utility construction crews for Creamer-Sanzari and as such he will be dedicated on a part time basis to NJSEA.

4) **Superintendent – Drew Terpenning**

a) The Superintendent directs the day-to-day field operations for both self-performed work as well as subcontractors. This includes the construction as well as the testing and turnover of the completed duct bank, manholes, and restoration. He reports directly to the General Superintendent. Responsibilities include:

- Planning the work in a safe manner
- Scheduling manpower and equipment
- Implementing traffic control measures and coordinating police coverage
- Directing the foremen on daily tasks
- Ensuring the work is performed in accordance with the plans and specifications
- Supervising subcontractor work
- Monitoring progress, productivity, and any overtime to ensure that cost, schedule, and budget commitments are met.
- Enforcing the implementation of all safety and environmental Policies and Procedures applicable to the Project.
- Generate weekly a coordinated 3 week look ahead schedule reflecting the anticipated activities of all subcontractors and equipment deliveries.
- Promptly identify to the project team issues or concerns that potentially affect project schedule, quality, or performance.
- Coordinating with other contractors and field interfaces
- Addressing unanticipated field conditions and emergencies

5) **Project Engineer – Chris Menge**

a) The Project Engineer role supports both the Project Manager and the Superintendent in the planning and execution of the work. Several Project Engineers will be assigned to the project given the number of crews and subcontractors that will be working concurrently. Responsibilities include:

- Preparing work plans
- Processing submittals and RFI's
- Ordering materials and scheduling deliveries
- Scheduling inspections and testing services
- Tracking and documenting progress
- Maintain red line as-built documentation of the project based on information provided by Subcontractors and Field Services Vendors.

6) **Procurement Team**

a) The Procurement Team will report to the Project Manager and be responsible for the procurement of all materials and services to support the project. Those assigned procurement responsibilities will:

- Assist in the preparation of schedules by identifying procurement lead times for each subcontractor or vendor package.
- Soliciting proposals from approved or proposed sources.

- Evaluating the commercial capability of potential vendors and coordinating the technical and quality evaluations required.
- Develop a Procurement Evaluation based on bid results.
- Assisting the Project Manager in negotiating pricing and commercial terms and conditions.
- Initiating the Purchase Order Requisition process with the Purchasing Agent
- Providing copies of all procurement documents to the Project Team.
- Tracking the progress of each vendor in the fulfillment of their obligations and to provide the Project Manager and Superintendent with timely updates on any deviations to design, performance, or schedule obligations.
- Tracking progress of vendor drawings through review and comment phase, up to and including submission of certified as-construction drawings.

7) **Safety & Risk Manager – Michael Valverde**

a) The Safety & Risk Manager is the corporate oversight for CSJV's safety program and will ensure the Safety Superintendents have the proper resources to guide the project safely in in accordance with Corporate and Site Specific Safety Plans.

8) **Safety Superintendent – Perry Kasturas (and others as needed)**

a) The Safety Superintendent will report through the General Superintendent of Safety to the Safety & Risk Manager. The Safety Superintendent works closely with the Superintendent and the Foremen for the self performed work and also monitors all subcontractors working on the SCOPE. This will ramp up to a full time role for the project as the crews get started with the installation work.

9) **Engineer of Record – AECOM**

a) AECOM will perform as the Engineer of Record for design included in this Scope of Work and report to the Project Manager. AECOM will manage its in-house resources and subconsultants as needed to perform the following functions:

- Providing all design and detail drawings based on the Scope of Work and equipment manufacturer's requirements.
- Providing installation specifications based on the Scope of Work and Standard Specifications.
- Generating design clarifications and providing technical responses to the field through the RFI and ECN processes.
- Participate in all project team and Owner meetings involving design topics.
- Provide design schedule input for the master project schedule.
- Update their drawings into a record set based on as-built information provided from the field.

1.3 OWNER CORRESPONDENCE

1) General, Technical, and Commercial Correspondence will be distributed in accordance with the format outlined in the NJSEA Project Controls and Reporting Requirements.

2) Any formal Contract Notices required to be given under the contract shall be in writing and delivered personally or sent by recognized express type courier service requiring delivery receipts or US Mail, return receipt requested. Establishment of finalized names will be determined prior to the start of work:

From Contractor to Owner:	
	"TBD" **Epic Management**
	Reference: New Pedestrian Bridge Design-Build at Meadowlands Sports Complete
	Cc: "TBD" **NJSEA**
From Owner to Contractor:	
	Nelson Sanchez **CREAMER-SANZARI, A JOINT VENTURE**
	Reference: New Pedestrian Bridge Design-Build at Meadowlands Sports Complete
	Cc: Joe Vavrence, PE **CREAMER-SANZARI, A JOINT VENTURE**

1.4 CONTACT LIST

1) A contact list will be provided for all key contacts prior to the start of work. This list will identify the key contacts for the project and will be maintained by the Project Manager as required throughout the life of the project.

1.5 PHONE DISCUSSIONS

1) A large amount of communication takes place over the phone. Some discussions are informational, and some result in agreements. All discussions that may potentially affect project requirements should be documented in writing and distributed as appropriate to the project team.

1.6 EMAIL

1) Email will be utilized for the rapid dissemination of project information.

1.7 WRITTEN CORRESPONDENCE

1) All commercial correspondence to the Owner will normally be issued by the Project Manager.

2) Items that affect the project team will be copied to appropriate team members and the document will be posted to the electronic filing system.

1.8 DOCUMENT CONTROL

1) All document submission will be tracked by Creamer-Sanzari's project team through their preferred platform. As a design-build scope of work, there will be many documents generated within the design-build team that do not need to be transmitted to the Owner team. The parties will work out the details on how the various uses of CSJV's platform and email communications will work together to address all aspects of document control. The following main categories for documents will be used:

- Transmittals
- Submittals
- RFI's
- Drawings
- Permits
- Specifications
- Quality Records
- Reports / Logs

1.9 PROJECT MEETINGS

1) Progress Review Meetings with Owner

a) Formal project status meetings will be held with the Owner on a regular basis throughout the project duration; this has been specified as bi-weekly meetings after the initial kickoff. Generally, meetings held early in the project will primarily review design, procurement and permitting items, and once significant construction activities have begun, project review meetings will focus on construction and coordination activities to facilitate start up and commissioning.

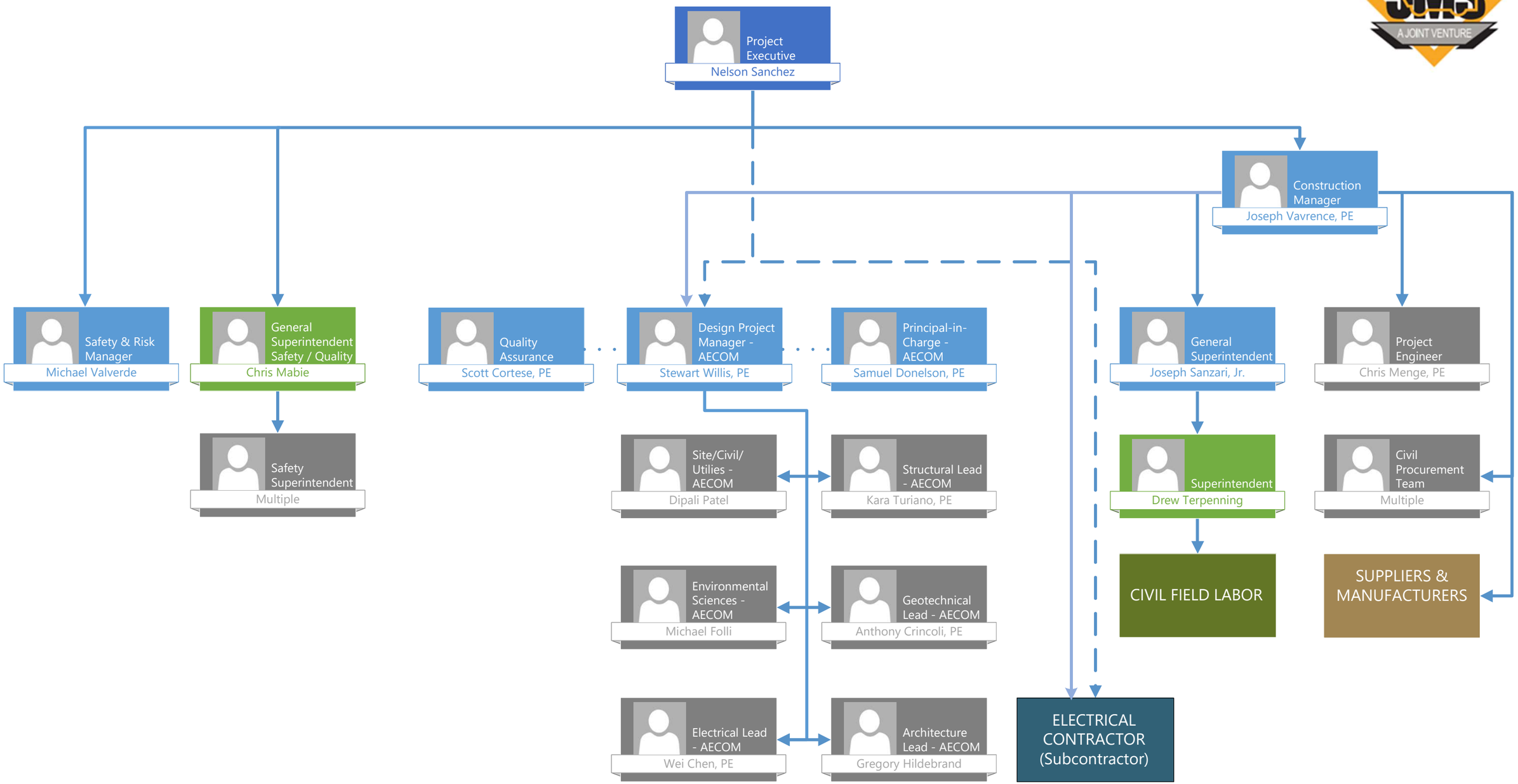
b) The project status meetings will generally follow the following agenda:

- Safety and Environmental
- Permits, Licenses, and Regulatory Issues
- Engineering and Design
- Procurement
- Construction
- QA/QC Activities
- Project Schedule
- Contracts and Change Management
- Review of Invoicing, Payments and Forecasting
- Key Issues and Potential Commercial Issues

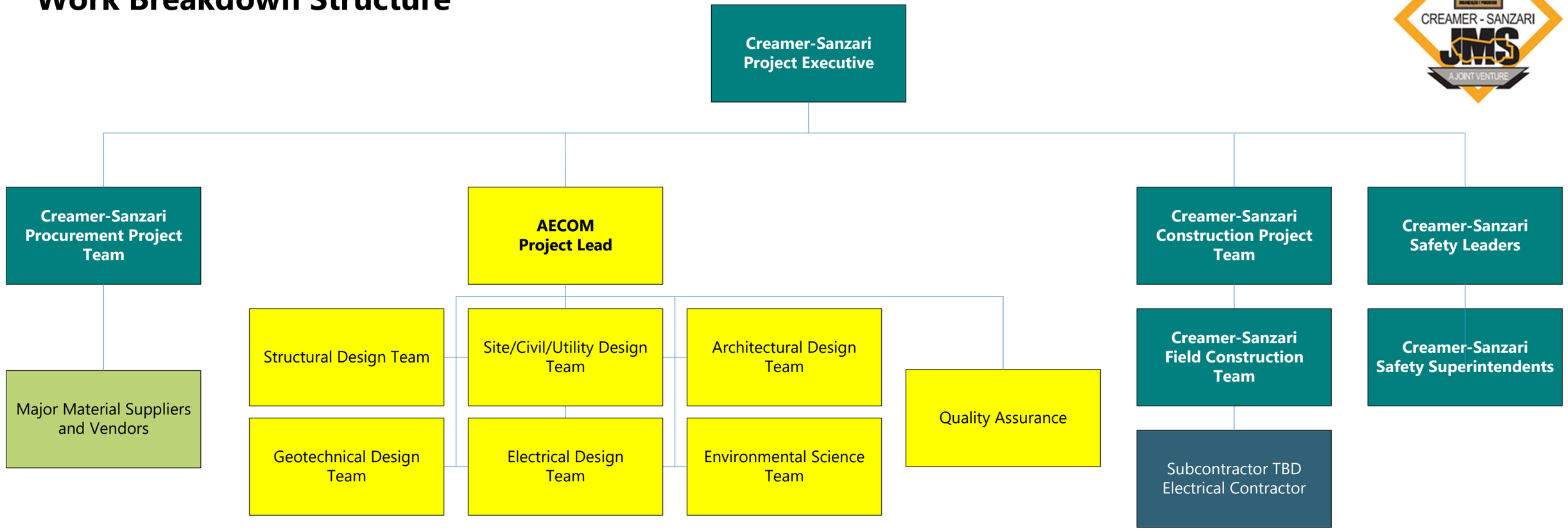
2) Weekly Conference Calls and Site Meetings

During the construction phase, weekly progress meetings may be held onsite to ensure proper coordination efforts and update the Owner on construction (if desired outside of the bi-weekly meetings), and eventually turnover activities. This meeting would also address ongoing coordination efforts with any 3rd parties or events managed by the Owner. CSJV's Project Manager will host the meeting and during construction be joined by the Site Superintendent.

Team Reporting Structure / Key Personnel



Team Organizational Structure / Work Breakdown Structure



Creamer-Sanzari, a Joint Venture

- Overall management and reporting of project
- Coordination w/ Stakeholders
- Project Schedule
- Procurement of all materials
- Management of subcontractors
- Field labor for civil construction
- Contract Closeout / Documentation

AECOM

- Engineer of Record
- Structural Engineer
- Geotechnical Engineer
- Electrical Engineer
- Environmental Engineer
- Architecture
- Other support engineers (as applicable)
- Stormwater Pollution Prevention Plan
- Construction Drawings & Technical Specifications
- Permitting support
- QA / QC for Design, Engineering Support for Construction

Electrical Subcontractor

- Conduit installation
- Grounding
- Lighting
- Low / High Voltage Cabling
- Electrical equipment installation
- Fire Detection System

Christopher Mabie

General Safety Superintendent

CREAMER - SANZARI JMS A JOINT VENTURE



Bachelor of Science, Criminal Justice, University of Scranton

Certifications:

- OSHA 40
- OSHA 30
- Confined Space
- PSE&G Transformer Entry
- PSE&G High Voltage & Substation Awareness
- JCP&L Switching & Tagging
- Asbestos Awareness
- Qualified Electrical Worker

Christopher's professional career has all been within J. Fletcher Creamer & Son, Inc. He joined the company in 1999 as a Project Engineer. As Project Engineer he gained valuable experience in the utility side of construction, particularly in fiber optics, electrical distribution, and transmission. He was promoted to Superintendent in 2007. As Superintendent he has been involved with several major Creamer clients including PSE&G, JCP&L, Orange & Rockland, NJDOT, and DEP. Along the way he has furthered his experience in construction projects involving marine, solar, deep foundations, and various support of excavation projects. He earned a promotion to General Superintendent in 2015. In 2022 Chris was offered the opportunity to pursue his passion for safety as the General Superintendent of Safety for the Creamer Companies.

Christopher actively supplements his construction operations responsibilities with comprehensive and extensive safety training. He has earned certification in OSHA 30, OSHA 40, Confined Space Entry, and Asbestos Awareness. He has also been trained in PSE&G High Voltage and Substation Awareness, PSE&G Transformer Entry (Train the Trainer), JCP&L Switching and Tagging, and Qualified Electrical Worker Training. He is currently enrolled in the OSHA 510. He also maintains an active professional continuing education regimen including certification from The American Concrete Institute (ACI-NJ Concrete Construction Technology). Additional, ACI credits include Reinforced Concrete Design Basics, Hot & Cold Weather Concreting, and Troubleshooting Concrete. In addition, his diverse training also includes the following continuing education credits: ADSC Field Managers Training School, ADSC Anchor and Micropyle School, FMI Achieving Operational Excellence, and PDCA Pile Driving Professional Development Course.

PSE&G Orange Heights Switch Station, Orange, NJ, PSE&G. The construction of a new power switch station including a 3 story, 70-foot-high GIS building (structural steel & precast erection & mass concrete placement) (32) 8' diameter caisson drilled shafts for 50' high precast perimeter wall. (410) H Beam pile installation at 30' depths support for misc. concrete foundations. Electrical manhole and conduit installation.

Christopher Mabie

General Safety Superintendent

CREAMER - SANZARI

JMS

A JOINT VENTURE

ACI Education Hours:

- ACI-NJ Concrete Construction Technology
- Reinforced Concrete Design Basics
- Hot and Cold Weather Concreting
- Troubleshooting Concrete Construction
- 24 years of experience

PSE&G Madison St Substation, Hoboken NJ, PSE&G. Substation conversion from 4kV to 230kV. The project included the demotion of the existing 4kV substation and environmental cleanup and disposal of PCB soils on neighboring property for the station expansion. New station work included a 2 story, 70-foot-high GIS building (structural steel & precast erection & mass concrete placement & meticulous architectural elements). 300 Pipe pile installation at 100′ depths support for misc. concrete foundations. Major dewatering efforts were in affect for this job due to the depths of the new infrastructure versus the existing water table.

Port Jervis Substation, Port Jervis, NY, Orange and Rockland. Remove and replace a 1920s substation. Perform lead abatement and remove existing foundations, structural steel, and electrical equipment. Utilize traffic control, road closures, and wood shoring to construct concrete reinforced duct banks containing (60) 4″ diameter conduits 20′ below active roadway. Rock excavations greater than 15′ deep and installation of various concrete foundations including (5) 20′ deep 5′ diameter drilled shaft foundations and (2) transformer containment pits. Install (658LF) of up to 15′ tall block retaining walls and apply fiber reinforced shotcrete to (5,600SF) of an exposed native rock wall. Set various structural steel, (2) transformers and (1) switchgear. Site work included underground detention basins, storm drainage, asphalt roadways, and landscaping.

PSE&G Newark Switching Station, Newark, NJ, PSE&G. The construction of a new 345kV power switching station including a 2 story GIS Building, Electrical Basement Vault, and Transformer Bays with multiple Transformers & Reactors. The installation of this switching station included multiple structural steel member installations, precast wall panel erections, mass rebar & concrete placements, (2) large bridge crane installations, (9) electrical transmission/distribution manholes with electrical PVC conduit, new stormwater detention system, utility tie ins for water, sewer, & storm, (87) drilled shafts of various widths & depths for a site wide perimeter wall with architectural metal panels toping precast panels. This project also included various other heavy civil activities such as abatement/demolition of existing structures, sheeting & h-pile installation for excavation support, & pile driving.

Drew Terpenning
Senior Superintendent

CREAMER - SANZARI
JMS
A JOINT VENTURE

Mr. Terpenning serves as a Senior Superintendent with J. Fletcher Creamer & Son, Inc. Prior to joining Creamer he worked for Conti Group as a Superintendent.

Mr. Terpenning joined Creamer in 2016 as a Superintendent and was promoted to his current position of Senior Superintendent in 2018. Mr. Terpenning has a wide range of experience in many areas of construction, specializing in the heavy civil line of business. He continues to play a major role leading successful teams for some of Creamer's largest clients. His attention to detail and expertise makes him an invaluable resource for our teams.

Hybrid Sign Structure Installations, Various Locations, NJ, New Jersey Turnpike Authority. Superintendent on project involving installation of 28 hybrid sign structures from New Brunswick to Ridgefield on the NJ Turnpike. Major operations included self-performed installation of 130 drilled shafts, erection of sign structures weighing as much as 140,000 pounds, temporary and permanent sheet pile installation, drainage, milling/paving, and general roadwork. All work required extensive traffic control and coordination with Turnpike Operations as well as numerous other active Turnpike contracts.

Rt 120 over Rt. 3 Bridge Rehabilitations, East Rutherford, NJ, New Jersey Department of Transportation. Superintendent on project which called for superstructure replacements of two bridges crossing over Route 3. Both bridges had to be completed in stages, and the project team successfully eliminated a full stage from each bridge which significantly compressed the overall schedule. One bridge was traditional cast-in-place while the other bridge was made up of precast panels with Ultra High Performance Concrete closure pours.

Rt. 46 Hackensack River Bridge Rehabilitation & Pump Station, Little Ferry, NJ, New Jersey Department of Transportation. Superintendent on project which involved superstructure demolition and reconstruction of an existing historic bascule span bridge, the reconfiguration of a traffic circle into a 4-way intersection, as well as roadway utility and paving upgrades, including the construction of a storm water pump station. Pump station was constructed on steel H-piles in a sheeted cofferdam adjacent to an existing highway. To limit loading to the existing substructure of the bridge, cast-in-place exodermic panels were utilized for the new superstructure to provide a lighter but stronger bridge deck section.



Bachelor of Arts, Economics, Drew University

Master of Science, Environmental Engineering, New Jersey Institute of Technology

Certifications:

- 10-Hour OSHA Construction Safety
- 40-Hour OSHA HAZWOPER
- CPR Certified
- SWAC Certified
- Qualified Rigger & Signalman
- Aerial Lift Operator Certified
- 12 years of experience

NJTA Easterly Hackensack Bridge Rehabilitation, Secaucus, NJ, New Jersey Turnpike Authority. Superintendent on project that involved a full superstructure replacement and substructure rehabilitation of a 1-mile bridge spanning the Hackensack River on the Eastern Spur of the NJ Turnpike. Work included bridge deck demolition and replacement, substructure spall repairs, structural steel repairs and replacement, seismic bearing installation, marine fender rehabilitation, and the blasting and painting of all remaining structural steel.

Nelson R. Sanchez, Jr.

Project Executive

CREAMER - SANZARI JMS A JOINT VENTURE

Mr. Sanchez currently serves as a Project Executive for J. Fletcher Creamer & Son, Inc. He joined Creamer in 2022 with over 18 years of experience in various roles including Project Engineer, Field Superintendent, General Superintendent, Project Executive, and Project Manager. Mr. Sanchez is responsible for the overall administration of construction projects. He develops project schedules and prepares contractually required documents. Additionally, he acquires materials and tracks production. Mr. Sanchez brings a wealth of knowledge to Creamer and is already making a major impact with some of our biggest clients.

Replacement of Jones Road Over Route 4, Englewood, NJ, New Jersey Department of Transportation. Senior Project Manager on project whose scope consists of the full replacement of the 202' long Jones Road Bridge over Route 4. Complete removal and replacement of the deck, floor beams, stringers, piers, and abutments. Approximately 6,000 CY of rock removal and rock bolts will be required to accommodate the new set back abutments. Installation of temporary sheeting and a strongback support system will be needed to reconstruct the new bridge in phases. Architectural balustrade parapets will also be constructed, along with relocating 4 active utilities - which include water, gas, electrical and communications. New lighting will be installed throughout the project.

Replacement of Old Tappan Road Bridge, Rivervale & Old Tappan, NJ, County of Bergen. Senior Project Manager on project whose scope consists of the full replacement of the Old Tappan Road Bridge, the relocation of an existing gas main to a proposed utility bay under the south side of the bridge, the relocation of two PSE&G utility poles, and associated drainage/utility improvements. The new bridge will be a traditional 27-inch-thick prestressed concrete spread box beam single span superstructure on cast-in-place reinforced concrete abutments founded on a deep H-pile foundation. The cast-in-place foundation and abutment construction will be aided by the installation of temporary cofferdams.

Portal North Bridge Project, Kearny & Secaucus, NJ, New Jersey Transit Corporation. Senior Project Manager on project whose scope consists of the installation of electrical conduit and manholes, telephone conduit and manholes, water main, valves and hydrants, and over 850-feet of reinforced concrete pipe with seven (7) inlets for a drainage system. The project also includes the construction of a detention basin which includes over 500-feet of permanent sheeting pile wall, specialized drainage, and outlet structures. Parking lot expansion with a full pavement box, precast drain, milling, and paving is also included.



Bachelor of Engineering, Stevens Institute of Technology

Certifications:

- 30-Hour OSHA Construction Safety
- 10-Hour OSHA Construction Safety
- 19 years of experience

Professional Affiliations:

- Society of Mining Engineers
- Society of Hispanic Professional Engineers
- American Society of Civil Engineers
- Associated Construction Contractors of NJ
- General Contractors Association of NY

Nelson R. Sanchez, Jr.

Senior Project Manager

CREAMER - SANZARI JMS A JOINT VENTURE

Parkway Bridge Deck and Superstructure Reconstruction, Woodbridge Township, NJ, New Jersey Turnpike Authority. Senior Project Manager on project whose scope consists of the installation of the installation of 24,000-feet of 14-inch concrete filled steel pile piles, 15,400 square feet of temporary sheeting pile wall, four (4) overhead span and cantilever sign support structures along with their associated 48-inch/54-inch drilled shafts, over 1,750 square feet of sign panels and more than 3,650-feet of beam guide rail along with end treatments.

Emergency Contract – Collapsed Steel Sheet Pile Wall & Replacement, Avenel, NJ, Rahway Valley Sewerage Authority. Senior Project Manager on project whose scope consists of site clearance, the removal of 110-feet of existing steel sheeting wall along the Rahway River, the installation of 110-feet of King Pile Wall System, the installation and maintenance 220-feet of a sewer bypass system, replacing 125-feet of 30-inch ductile iron pipe sewer main.

Safety Training Certifications:

- 40 HR HAZWOPER
- AMTRAK On-Track Safety Training
- Safety Training
- MTA On-Track Safety Training
- NJ Transit Track Safety Training
- Rigging
- NYC/DOB 4-Hour Supported Scaffold Certification
- Certification of Fitness for Explosives Loader

Bridge Deck Reconstruction & Miscellaneous Structural Improvements, Newark & Jersey City, NJ, New Jersey Turnpike Authority. Project Executive on project whose scope consists of deck removal and reconstruction, removal and replacement of deck joints, replacement of fascia parapet and median barriers, wingwall modifications, roadway lighting and drainage improvements, tie chord redundancy retrofit, structural steel repair and retrofit, repainting of tie chords, splash zone repainting of structural steel, substructure membrane waterproofing, removal of shoulder use temporary lane control system, pavement striping, emergency and routine repairs under cost plus compensation, maintenance and protection of traffic measures and other incidental work.

Pulaski Contract #2 - Rehabilitation of the Hoboken Viaduct & Conrail Viaduct, Jersey City, NJ, New Jersey Department of Transportation. Project Manager on project whose scope consists of reconstructing the 3,150 foot long Hoboken Viaduct along with 7 cross street bridges in their entirety. Complete removal and replacement of the deck, floor beam, stringers, columns, and abutments. Installation of 1,400' of temporary sheeting pile wall. Prefabricated deck panels and architectural balustrade parapets will be constructed, along with relocating 22 active utilities - which include water, gas, electrical and communications, new traffic signals. Lighting, ITS, CCTV, WIM facilities will be installed. The 590-foot-long Conrail Viaduct is comprised of concrete encased steel members. Construction will include deck replacement with high early and rapid setting LMC, bearing replacement, removal of concrete encasement on truss members, cleaning, painting, steel repairs and rivet replacement. A moveable barrier system will be utilized to maintain traffic flow.

Perry Kasturas

Senior Safety Superintendent

CREAMER - SANZARI JMS A JOINT VENTURE



Mr. Kasturas works for J. Fletcher Creamer & Son as a Safety Superintendent. With over 20 years of experience, he is committed to ensuring the safest working conditions for every man and woman on every job site. Mr. Kasturas has worked heavily on projects in the utility side of construction for several of Creamer's biggest clients. Mr. Kasturas holds several designations allowing him to train crews.

Bayonne Energy Center, Bayonne NJ PSE&G & PSEG. Safety Superintendent on a this project. Remediation of the site due to hazardous soil (HAZWOPER) was a constant requirement throughout this project. This included monitoring the site and its employees which numbered up to 125 skilled tradesmen and women. Construction of large transformer pads included excavation, shoring, formwork, and large concrete pours. Several critical crane lifts were performed to set transformers and large exhaust stacks on this project. Subcontractor oversight and coordination was also provided for the project.

Roseland 500KV Transmission Line PSE&G. Safety Superintendent on a project whose scope included expanding the existing substation foundations and footings along with the installation of prefabricated blast walls. Daily operations consisted of excavating/form work installation and concrete pouring for the installation of footings and foundations and the associated duct banks and erection of transformed blast walls with a crane. Subcontractor oversight and coordination was also provided for the project.

Rt 3. Bridge Overpass, Passaic River, Passaic NJ NJDOT. Demolition of existing bridge and construction of a new bridge and adjacent roadways. Traffic controls were a major part of this project as the traffic flow needed to be maintained to allow for the heavy volume in this area. New road construction and existing road rehabilitation involved many utilities being updated and/or new utilities being installed on this project. This included several different types of shoring which included trench boxes, slide rail shoring, timber shoring as well as sloping and/or benching. Coffer dams were constructed which required pile sheeting to be driven with suspended crane mounted vibratory hammers. Challenges included lead paint on existing bridge demolition, several a-typical fall protection applications and silica exposures that required planning and controls. Subcontractor oversight and coordination was also provided for the project coordination was also provided for the project.

Certifications:

- OSHA 500 Outreach Trainer
- Traffic Control Coordinator (TCC)
- OHSA 30- Hour Construction Safety Certification
- Hazwoper 40 hour Trained
- First Aid and CPR
- Asbestos Awareness
- Hazard Communication
- Confined Space Entry
- Personal Protective Equipment
- Certified Respiratory Fit Tester
- Scaffolding
- AGC 8-Hour Fall Protection
- AGC 8-Hour Focus Four Training
- Fall Protection
- Fall Protection Competent Inspector
- Accident Investigation
- Rigging and Load Control
- Trenching / Excavating
- NJ Transit Trained
- The Port Authority of NY & NJ
- SWAC Certification
- Powered Industrial Truck Certified Trainer
- 28 years of experience

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Christopher Menge, PE – Project Manager/ Project Engineer

Higher Education: Bachelor of Science Civil Engineering – 2017 New Jersey Institute of Technology

Professional License(s): Professional Engineer –NJ License - 2022

Certifications / Skills:

- OSHA 30
- Registered Nevada Engineering Intern
- ACI Concrete Construction Technology
- AGCA- Highway Workzone Safety Training
- Confined Space
- AutoCAD & AutoSPRINK
- Procore Certified Engineer
- Advanced understanding of BlueBeam Revu, Procore, Microsoft Office Suite
- Proficient in Primavera P6 and Expedition and Eclipse Project Manager
- Budgeting and forecasting

Mr. Menge currently serves as a Project Manager for Joseph M. Sanzari, Inc. He re-joined Sanzari in April of 2021 returning home to NJ after a four-year stint in Las Vegas where he served in role as a designer and project manager for Statewide Fire Protection and Maile Concrete. He gained valuable experience in vertical construction for piping systems, elevated concrete decks and ramps, and architectural features.

When Mr. Menge returned in April of 2021 he was assigned as the Project Manager for the reconstruction of Rt 22/82 Interchange over the Garden State Parkway. The scope of work included staged construction for the replacement of two new overpasses, construction of approach retaining walls; utility relocations, deep sheeted foundations for overhead sign structures; pedestrian improvements along Rt 82, and paving.

Mr. Menge's professional career started working for Creamer-Sanzari, JV from 2010 to 2017 as a Project Engineer working on multiple projects ranging from $2m to $40M. The projects consisted of heavy civil construction with extensive bridge construction.

Significant Projects:

NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M) - Project Manager

NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M) – Project Engineer

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Joseph Vavrence, PE – Senior Project Manager

Higher Education: Bachelor of Science Civil Engineering – 1996 Rutgers University

Professional License(s): Professional Engineer –NJ License No. 24GE04344500

Safety Certification(s): OSHA 30

Mr. Vavrence currently serves as a Senior Project Manager for Joseph M. Sanzari, Inc. He Joined Sanzari in April of 2007 after 11 years of heavy civil design experience and construction management with HNTB Corporation. Mr. Vavrence is assigned to manage and oversee large complex bridge projects in highly congested traffic areas. Mr. Vavrence is highly respected by the NJDOT and NJTP for his extensive knowledge of deep foundations, concrete foundations, steel erection, and maintenance and protection of traffic.

In the 18 years, Mr, Vavrence has been with Sanzari he has managed well over $1B of heavy construction projects for both Creamer-Sanzari, JV and Jospeh M. Sanzari, Inc.

Significant Project Experience:

- NJDOT – Rt.3 between Rt.17 & Main Ave (CSJV project #10-1796 – approx. total value $160M)
- NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M)
- NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M)
- NJDOT (CSJV#07-4033) – Rt. 17 Essex St. (CSJV project – approx. total value $35M)
- NJ Turnpike Auth (JMS #20-017) – 16/18E Express EZ-Pass Improvements (approx. total value $22M)
- NJ Turnpike Authority (CSJV# 08-2193) – 16W Ramp Improvements (approx. total value $42M)
- NJ Turnpike Authority (CSJV# 14-2800) – Interchange 15W & 16W improvements ($13M)

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Joseph Sanzari, Jr. – General Superintendent

Higher Education: Bachelor of Arts – Felician College, 1996

Trade: Local 825 Operators

Safety Certifications: OSHA 30

Mr. Sanzari, Jr. has been with Sanzari since his high school days. He has grown up in the business learning every aspect of heavy construction. Joseph has served as a Superintendent on all facets of civil construction and was a former certified traffic control coordinator (TCC).

In 2020, Joseph was promoted to General Superintendent overseeing all the Sanzari Superintendents including managing manpower, scheduling and staging of materials, overseeing our fleet of approximately 1,000 assets. Joseph played a key role in coordinating and managing the construction of the grandstand demolition. Joseph has also served as one of the key liaisons with our Creamer-Sanzari, Joint Venture.

Significant Project Experience:

- NJSEA – Grandstand Demolition - 2022
- NJDOT – Rt.3 between Rt.17 & Main Ave (CSJV project #10-1796 – approx. total value $160M)
- NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M)
- NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M)
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- NJ Turnpike Authority (CSJV# 08-2193) – 16W Ramp Improvements (approx. total value $42M)
- NJ Turnpike Authority (CSJV# 14-2800) – Interchange 15W & 16W improvements ($13M)

Gregory Hildebrand, AIA

Architecture Lead

Years of Experience
20

Education
Masters of Architecture, McGill University

Registrations
Registered Architect: NY

Professional Affiliations
American Institute Architects

National Council of Architectural Registration Boards

Greg serves as the Transportation Studio Leader for AECOM's Building and Places business line in the New York Metro region. He is a seasoned architect with two decades of experience leading complex projects from inception to completion. With a strong focus on transit infrastructure and buildings, he consistently delivers innovative yet straightforward solutions that meet the highest standards of quality. Greg has successfully managed a diverse range of projects for top-tier organizations, demonstrating his proficiency in project coordination and his deep knowledge of architectural building components. His expertise extends to navigating regulatory compliance across various jurisdictions in the U.S. and internationally, ensuring that each project adheres to the necessary codes and standards. Greg is particularly well-versed in high-performance building envelopes, with a clear understanding of their design and execution. He is also highly experienced in working collaboratively with multiple stakeholders to achieve project goals. His ability to integrate technical knowledge with effective communication makes him a valued leader in every project he undertakes.

DRPA/SJTP, Glassboro Camden Line LRT, Camden and Gloucester Counties, NJ: Station Design Lead for this project. The Glassboro-Camden Line (GCL) is an 18-mile Light Rail Transit (LRT) system proposed for Camden and Gloucester Counties, New Jersey. The line will connect the Walter Rand Transportation Center in Camden to Glassboro, utilizing a route along I-676 and an existing Conrail right-of-way. It will feature 13 new stations and one existing station, serving both walk-up and park-and-ride passengers. As part of a joint venture with STV, AECOM is providing preliminary engineering design (30%) and program management services, offering the necessary expertise and resources to support the successful completion of the LRT system. Greg is responsible for leading the team of station design architects, drafting technical provisions, coordinating with subconsultants and providing overall general design direction.

MTA/LIRR, ADA Package 2, Various Locations: Design Quality Review for this project. AECOM and Forte are collaborating to enhance accessibility and infrastructure at three Long Island Rail Road stations: Babylon, Forest Hills, and Hollis. The project includes installing and rehabilitating ADA-compliant elevators, replacing escalators, and rebuilding platforms and canopies at Babylon. At Forest Hills, the work focuses on ADA ramps, accessible paths, and platform upgrades. In Hollis, the project includes a new ADA elevator, ramps, platform reconstruction, pedestrian tunnel modifications, and new support facilities. Greg is responsible for providing overall general design direction, and completing QA/QC of submission materials.

Amtrak, Aberdeen Maryland Station, ADA NY Task Order 45, Aberdeen, MD: Design Quality Review. The Amtrak station in Aberdeen, Maryland, is undergoing upgrades to meet full ADA compliance. The project includes creating accessible paths from the public right of way to the platform, enhancing ADA parking and drop-off areas, and improving station entrances with automatic doors. New 48-inch-high platforms, along with ramps, signage, and lighting, will be built, and a new ADA-compliant pedestrian bridge with elevators will replace the existing tunnel. Temporary platforms will maintain service during construction. These changes aim to establish full accessibility for all passengers. Greg's responsibilities include providing overall general design direction, and completing QA/QC of submission materials.

Amtrak, New York Penn Campus Planning & Asset Analysis, New York, NY: Project Manager/Project Architect. Conducted a “Penn Campus Post-Occupancy Evaluation” study to evaluate challenges and opportunities stemming from the addition of Moynihan Train Hall to the Penn Station Complex. Developed and prioritized recommendations for improving station customer experience and operations, within the framework of the two major capital projects planned for the station in the next decade.

Gregory Hildebrand, AIA

Architecture Lead

ATP CapMetro Project Connect, Austin, TX: Project Manager/Project Architect. Provided project management services as part of PMOR contract leading large interdisciplinary design consultant team to develop 30% design for new light rail system and expanded bus system.

Metrolinx, East Harbour Transit Hub, Toronto, Canada: Project Manager. Led design development for 30% submission working closely with engineering partners and adjacent development teams. Managed deliverables and presented design development to client, Metrolinx.

Washington Union Station 2040 Master Plan, Near-term and Long-term Planning, Washington DC: Project Manager/Design Lead. Led team on ear-term and long-term planning process to develop the design & planning framework for 20-year future expansion on behalf of the Federal government, Amtrak, Akridge (private developer), and multiple city agencies. Assured input into the required EIS process to establish project impacts and feasibility, working with multiple consultant groups. Developed and participated in community stakeholder presentations and the public consultation process.

SEPTA Trolley Modernization Expansion Philadelphia, PA*: Project Manager/Project Architect. Led the creation of design guidelines that define the architectural design of trolley stations that will reflect a unified brand and experience across the trolley system and provide an improved passenger experience.

Belmont Park Race Track, Elmont, NY: Project Manager. Managed early programming and design effort for an operationally-complex sports & entertainment facility collaborating with multiple engineering partners for a reimagined facility for client, NYRA.

New Doha International Airport Visitor's Centre, Doha, Qatar: Project Architect. Managed design from concept to construction with supervisory role over a large team, including coordination with adjacent projects. Developed design in accordance with international and local code & zoning bylaws and working with local jurisdiction to obtain approvals. Presented design development to NDIA and other stakeholders.

Kara Turiano, PE

Bridge Design Lead

Years of Experience
7

Education
MS, Civil and Environmental Engineering, Rutgers University, 2022

BS, Civil and Environmental Engineering, Villanova University, 2017

Registrations
Professional Engineer: NJ, NY

Professional Affiliations
Woman's Transportation Seminar, New Jersey Chapter Communications Committee

Kara has over seven years of bridge design experience. Her expertise includes final design phase of superstructure and pier replacements, including design and analysis of decks, piers, barriers, elastomeric bearings, semi-integral abutments and steel plate girders. She is also experienced in seismic retrofit of existing bridges as well as preparation of cost estimates, project specifications, bid item quantities and proposals. Bridge superstructure types that Kara has experience with includes steel plate girder, and steel truss bridges. She is skilled in NJDOT proposal preparation, structural contract plan preparation, load ratings and shop drawing review for bridge rehabilitation, Design-Build projects, and new construction projects. Kara has experience with numerous design softwares including AutoCAD, MicroStation, RC-Pier, BRASS-GIRDER, CSiBridge, STAAD Pro, MDX, and Excel.

JFK Terminal 6 Redevelopment Design-Build, Queens, NY: Structural Engineer involved in design of new, multi-level Terminal 6 landside departures bridge including vehicular traffic, pedestrian sidewalk and canopy. Responsibilities include design of steel girder superstructure using MDX, concrete hammerhead piers using LEAP Bridge Concrete and development of CSiBridge model for T6 Departures and T5 Exit bridges. Responsibilities include structural calculations and drafting per PANYNJ and NYSDOT standards and shop drawing and RFI review. This Design-Build contract is for the construction of new Terminal 6 for JetBlue at the site of former Terminal 6 and existing Terminal 7.

NJ TRANSIT, Hudson Bergen Light Rail West Side Avenue Station Modifications Design-Build, Jersey City, NJ: Design-Build contract for West Side Avenue Station modifications including retaining walls, stairs, ADA ramp, soldier pile lagging walls, drilled shafts, canopies, light poles, down guys and plaza slabs. Structural Engineer involved with future pedestrian and rail bridge feasibility study, retaining walls and foundations design and preparation of all structural calculations and contract plans. Responsibilities included facilitating construction support services including submittal and RFI review, change of plans and site visits.

NJDOT, Grove Avenue Bridge over Port Reading Railroad, Metuchen, NJ: Contract for full replacement of existing timber bridge with steel girder and precast concrete deck panel superstructure and semi-integral abutments, while maintaining minimum vertical clearance over Port Reading Railroad and providing safe facilities for pedestrians during construction. Lead structural engineer involved in design of steel girders, elastomeric bearings, precast deck, semi-integral abutments, soldier pile and lagging wall and temporary pedestrian bridge. Responsibilities include structural calculations, structural reports, contract plan preparation, project specifications special provisions, interdisciplinary coordination and development of virtual public information center for NJDOT.

NJDOT, Route US 130 Bridge over Raccoon Creek, Logan Township, NJ: Contract for bridge replacement. Responsibilities include construction support services including review of shop drawings regarding structural steel erection plans and demolition plans.

NJDOT, Pulaski Skyway (U.S. Route 1 & 9) Contract 8, Jersey City, NJ: Contract for pier rehabilitation and replacement for Piers 45-61. Structural Engineer involved in structural contract plan, preparation of design calculations including bearing analysis, pier wall design, floor beam strengthening and temporary floor beam and truss jacking concepts and shop drawing/RFI review during Construction Support Services phase. Responsible for floor beam live load ratings analysis review for existing condition and conducting analysis using BRASS-GIRDER for the temporary jacking condition.

NJDOT, Pulaski Skyway (U.S. Route 1 & 9) Contracts 3 & 4, Jersey City, NJ: Contract for deck replacement of eleven western spans of Pulaski Skyway. Cast-in-place deck being replaced with precast deck panels with open stud pockets and Ultra High-Performance Concrete (UHPC) closure pours between the panels and a Polyester Polymer Concrete (PPC)

overlay supported by new steel cross beams. Responsibilities include construction support services including expediting shop drawing review process.

NJDOT, Pulaski Skyway (U.S. Route 1 & 9) Contract 2, Conrail Viaduct and Hoboken Viaduct (Bevan St, St. Pauls Ave. and Summit Ave.), Jersey City, NJ: Contract for replacement of existing deck in five stages over a complex framing system, repair of existing structural steel, installation of new stringers, and replacement of truss bearings. Responsibilities included shop drawing review of various submittals.

NJDOT, Old Newark Pompton Turnpike (CR 683) Bridge over Route 202 & Route 23, Wayne Township, NJ: Contract originally for superstructure replacement, after structural evaluation; contract revised to include superstructure and pier replacement and seismic retrofit. Structural Engineer involved in preparation of design calculations; including deck, girders, camber, pier and semi-integral abutments; quantities, cost estimates and structural contract plans.

NJDOT, South Broad Street (Route 206) over Assunpink Creek, Trenton, NJ: Contract for rehabilitation of existing masonry arch bridge while preserving its historic character. Structural Engineer involved in demolition plans for stone repairs and design of concrete saddles, concrete slab and spandrel walls. Responsibilities include structural calculations and drafting.

Wei Tao Chen, PE

Electrical/Lighting/Traffic

Years of Experience
35

Education
MEng, Civil Engineering, The City College of New York,

BS, Civil Engineering, South China University of Technology

Registrations
Professional Engineer: NY

Wei has over 35 years of experience in managing transportation engineering and ITS projects for government and private industry. His project experience entails highway capacity analysis, traffic signal timing optimization and implementation, traffic simulation (VISSIM, CORSIM, Synchro/SimTraffic, etc.), signal design, roadway design, highway lighting design, maintenance and protection of traffic (MPT) design, signage and pavement marking design, ITS system and equipment design, and construction support services. He has have served as the Traffic Task Manager for various recent and previous traffic studies and final design projects for NJDOT, NJDEP, NJTA, PANYNJ, MTA, NYCDOT, NYSDOT. He currently serves as the Traffic/ITS and Lighting Design Team Lead for the $9.5 billion New Terminal One and $4.2 billion Terminal 6 Redevelopment Design-Build projects at JFK.

JFK Terminal 6 Redevelopment Design-Build, Queens, NY: Traffic/ITS Design Team Lead for this $4.2BN design-build project to transform the air passengers experience in Terminal 6 at JFK Airport. Traffic tasks include construction staging, MOT design and traffic detours, traffic signal design, wayfinding and frontage signage design which included static and Dynamic Message Signs (DMS) for dynamic frontage assignments. ITS tasks include a fiber optic cable network system, CCTV cameras, DMS, Road Weather Information Stations (RWIS), License Plate Readers (LPR), and Microwave Radar Detection System (MRVDS) completed with one-line diagrams for network setup and splicing diagrams. All ITS subsystems were connected and integrated into the PANYNJ ATMS in the JFK Airport Operation Center (AOC) via fiber optic communication network. Roadway Lighting design tasks entailed lighting design for terminal access roadways, ramps, pedestrian walkways, and signalized intersections. Roadway Lighting design included for landside terminal roadways and Arrivals and Departures frontage roadways.

JFK New Terminal One Design-Build, Queens, NY: Traffic/ITS Design Team Lead for this $9.5 billion Design-Build project which is the centerpiece of the largest terminal modernization project at JFK Airport. Traffic tasks include construction staging, MOT design and traffic detours, traffic signal design, wayfinding and frontage signage design which included static and Dynamic Message Signs (DMS) for dynamic frontage assignments. ITS tasks include a fiber optic cable network system, CCTV cameras, DMS, Road Weather Information Stations (RWIS), License Plate Readers (LPR), LiDAR and Microwave Radar Detection System (MRVDS) completed with one-line diagrams for network setup and splicing diagrams. All ITS subsystems were connected and integrated into the PANYNJ ATMS in the JFK Airport Operation Center (AOC) via fiber optic communication network. Roadway Lighting design included for landside terminal roadways and HOV/Taxi pickup areas.

NJTA, Route 3 Ramp Improvements, East Rutherford and Secaucus, NJ: Traffic Task Manager responsible for reviewing previous traffic modeling and analyses and developing numerous of design alternatives for this interchange improvement project. Reviewed Tranplan modeling and traffic analyses documented in the preliminary design. A traffic impact study was conducted to evaluate the traffic impacts for the final design alternatives including “Game day” and “Non-game day” traffic from the nearby MetLife Stadium. Conducted traffic volume data collection and origin-destination survey for weaving sections for evaluation of proposed design alternatives. Conducted traffic accident analysis for roadways segments, ramps, and intersections within the project area. Developed peak hour traffic volumes for future design year and conducted capacity and weaving analyses the design alternatives. Prepared a traffic report to document the findings and recommendation of the preferred alternative for final design. Final design tasks included preparation of MPT traffic control and detour plans for various construction stages, pavement marking and signage design, highway lighting design, CCTV cameras, VMS and fiber optic communications.

NJDOT, Route 139 Contracts 2 and Pulaski Contract 2, Jersey City, NJ: Traffic/ITS Task Manager responsible for Final Design and preparation of the contract plans, specifications, and estimate documents to replace and rehabilitate the Hoboken and Conrail Viaducts. The

Hoboken Viaduct carries the local Central Business District (CBD) traffic from intersections and cross streets over the express roadway to the Holland Tunnel. This $120 million project includes the replacement of the deteriorated bridge deck and superstructure of Hoboken and Conrail Viaducts, drainage system improvement and replacement of six traffic signals along Route 139. A detour traffic study was prepared including classified turning movement counts, Automatic Traffic Recorder (ATR) Counts, O&D surveys, traffic volume forecasts, traffic detour routing analysis, and ramp and signalized intersection capacity analyses for the existing and future conditions using HCS and Synchro software. Preparation of construction staging, MPT & traffic detour, signage and pavement marking plans. ITS design included CCTVs, DMS, Tag Readers, BlueTOAD, Highway Advisory Radio (HAR), Weigh-In-Motion (WIN) sensors, an interconnected traffic signal system, communications cabinets and controllers, and construction support services. The integrated traffic data is sent back to NTOC (North Traffic Operation Center) and TRANSCOM locations.

NJDOT, Route 73 Adaptive Traffic Signal System Design, Camden County, NJ: Project Manager for the final design of a computerized traffic signal system along Route 73 at13 intersections that can provide adaptive traffic signal control capabilities. The Final design tasks include gap assessment of the existing signal system, ConOps and system engineering, ROW confirmation, traffic signal equipment upgrades, installation of fiber optic cables for interconnected communications between intersections, advanced system detection, vehicle image detection at 13 signalized intersections, and MPT design. The fiber optic communications system installed along Route 73 connects to the NJ Statewide Transportation Communication Network. The signal system will be accessed and maintained from the NJDOT Arterial Management Center (AMC).

NJDOT, ITS Task Order – Statewide ITS Design, NJ: Project Manager for the design and upgrade of high-speed communication connection at the selected ITS facility sites across New Jersey. Tasks include connecting existing facilities to fiber backbone for central communications link, preparing details for standard replacement of equipment and cabinets, and preparing details for new local wireless access points at Weight-In-Motion (WIM) sites which provide State Troopers with live video from cameras for monitoring traffic. Field surveys, quantity calculations, network connections to existing NJDOT fiber network, final design plans, specifications, and cost estimates were also summarized and prepared in the final design.

NJTA, Interchange 6 to 9 Widening Program, Burlington, NJ: Traffic/ITS Task Manager responsible for traffic detour studies and final design of the ITS and highway lighting systems, including DMS, CCTVs, Changeable Message Signs, Variable Speed Limit Signs, Weather Stations, wireless in pavement vehicle sensors, lighting calculations and highway lighting design. Tasks included: prepared final design ITS plans, performed cost estimate and quantities calculations, and created special specifications and details for the turnpike widening.

NJDEP, Rebuild-By-Design Hudson River Resist Structures, Cove Park & Urban Amenity, NJ: Traffic MPT and Lighting Design Leader for this $239MM coastal defense project for reducing flood risk within the Superstorm Sandy-affected region. The final design construction documents were prepared in three separate packages for Resist structures, Cove Park and Urban Amenity. Responsible for preparing MPT construction plans and traffic detour plans for vehicles and pedestrians on highway and local streets in Jersey City, the City of Hoboken and Township of Weehawken for the proposed construction of floodgates, t-walls, and storm sewer lines. Construction staging and MPT design plans entailed full roadway closures with detour routes, lane closures, sidewalk closures, and bicycle diversion routes. Lighting design included implementing LED lighting for the new Cove Park and Urban Amenity architectural decorative lighting within the project areas.

NJDOT, US Route 1 Alexander Road to Mapleton Road, West Windsor Township, NJ: Traffic/ITS Task Leader responsible for preparing a Concept Development (CD) Report for improvements on the 1.0-mile segment of US Route 1 between Alexander Road and Mapleton Road including 3 signalized intersections. A traffic count program was conducted including ATR counts and classified turning movement counts (TMC). Peak hour traffic volumes were developed for the existing, future no-build and future build years. Traffic analysis was performed using Synchro to determine the LOS and evaluate various improvement concept alternatives. In addition, a traffic simulation model was developed using VISSIM to visualize the proposed signal operations and queuing during peak hours for the preferred alternative. A traffic study report was prepared to document the traffic data collection and LOS of the existing, no-build, various concept alternatives and the preliminary preferred alternative for the project.

NYSDOT, Major Deegan Expressway Rehabilitation between E. 138th Street and Macombs Dam Bridge, Bronx, NY: The purpose of this $200 million project is to replace the deteriorated deck and structures of the 1.1-mile Major Deegan Expressway Viaduct within the project limits. Served as Traffic Task Manager responsible for the development of eight MPT construction stages and detour routes for weekend and night-time ramp closures within the project area. A traffic impact study was prepared to assess the traffic impacts during construction including “Game day” and “Non-game day” traffic from the nearby Yankee Stadium to determine the lane/ramp closure hours. The construction MPT stages and detour routes were designed in coordination with NYCDOT Signal Group and OCMC to accommodate the construction of the viaduct deck and bridge structures. The design team was able to maintain six travel lanes on the viaduct during construction which was designed to minimize traffic impacts to the expressway and local communities. Detail work included traffic counts, traffic analysis for detour routes using Synchro/SimTraffic, signal timing optimization, temporary parking regulations, signage and pavement marking design, impact attenuators, temporary lane and ramp closures, and work zone traffic control.

Michael Folli, PWS, ENV SP

Environmental Lead

Years of Experience
27

Education
BS, Environmental Science, Rutgers University, 1995

Minor, Natural Resource Management, Rutgers University, 1995

Registrations
Professional Wetland Scientist

Envision Sustainability Professional

Professional Affiliations
Society of Wetland Scientists

Institute of Sustainable Infrastructure

American Society of Highway Engineers

American Council of Engineering Companies of New Jersey

Michael is a Senior Environmental Scientist with experience in natural resources data collection and analyses, and the incorporation of this data into environmental reports including NEPA/EO215 Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions, as well as supporting Technical Environmental Studies. His background includes performing wetland delineations, natural resource surveys/inventories, threatened and endangered species surveys, vegetative restorations, environmental permits, and preparing mitigation plans for an array of transportation projects. He is well-versed in regulatory agency coordination with NJDEP, USACE, USFWS, and NMFS, among others. Michael has recent relevant experience performing services for New Jersey clients such as the NJDOT, SJTA, and NJTA.

NJDOT, Route 1 Section 7L, Woodbridge and Edison Townships, Middlesex County, NJ: Responsible for the preparation and approval of a wetland delineation and a NJDEP Freshwater Wetlands Individual Permit for 2.05 acres of wetland impacts and assisted in the preparation of the Wetland Mitigation Site Search Report. Prepared NJDEP Green Acres Pre- and Final-Applications for the approval of two county parkland diversions, including the construction of a new pedestrian bridge and bike/pathway on a former railroad corridor.

NJDOT, Route 45 Bridge of Woodbury Creek, Woodbury, Gloucester County, NJ: Environmental Task Leader for providing environmental permitting services for the Phase II Archaeological Survey phase of the project. Responsible for the preparation and obtainment of NJDEP Flood Hazard Area General Permit-By-Certification #12, NJDEP Coastal General Permit #23, and NJDEP Freshwater Wetlands General Permit #12.

NJDOT, South Broad Street/Route 206 Bridge over Assunpink Creek, City of Trenton, Mercer County, NJ: Environmental Task Leader during preliminary engineering and final design responsible for the coordination of cultural resources deliverables (including the Historic Bridge Alternatives Analysis, Determination of Effects letter, Revised Historic Architectural Survey, Phase I/II Subsurface Archaeological Survey and SHPO MOA), Section 4(f), wetland delineation, CED support, Green Acres coordination, permitting (including NJDEP Freshwater Wetland Permit, NJDEP Flood Hazard Area Permit and USACE NWP 23) and regulatory agency coordination with NJDEP, SHPO, USACE and NMFS regarding the rehabilitation of this historic bridge structure within the Second Battle of Trenton and Mill Hill Park historic districts.

NJDOT, Route U.S. 1 & 9 Pulaski Skyway – Contract 3 Project, Newark, Essex County and Kearny & Jersey City, Hudson County, NJ: This rehabilitation project consists of deck replacement of the Pulaski Skyway. Peregrine Falcons (a state endangered species) currently nest on the bridge underdeck structure. Performed Peregrine Falcon biweekly monitoring surveys during the nesting season to identify the nest location. Performed coordination with the New Jersey Endangered & Nongame Species Program to assess staging implications, shielding/protection requirements, as well as 2 temporary nest box installations in the project design to maintain the project schedule.

NJDOT, Route 46 over Saddle River and Main Street Interchange Reconstruction, Borough of Lodi, Bergen County, NJ: Project consisted of the replacement of the US Route 46 Bridge over Saddle River and Main Street and associated loop ramp reconfiguration improvements to address safety, vehicular capacity and drainage problems within the area. Managed the preparation of a wetland and state open water delineation along the Saddle River within the project area. Also prepared and received approval of a NJDEP Freshwater Wetlands General Permit #10B and a NJDEP Flood Hazard Area Permit which involved addressing riparian disturbances and mitigation. Provided environmental construction services during construction activities.

Michael Folli, PWS, ENV SP

Environmental Lead

NJDOT, Route 23 Sussex Realignment and Papakating Creek Bridge Replacement, Sussex Borough and Wantage Township, Sussex County, NJ: This project involves the realignment of Route 23 (Hamburg Avenue) through Sussex Borough and Wantage Township which consists of making Hamburg Avenue a one-way roadway for northbound traffic and extending the parallel Walling Avenue into a one-way roadway for southbound traffic. The new, extended Walling Avenue will cross environmentally sensitive areas and therefore required an arched bridge over this habitat. The existing Route 23 Bridge over Papakating Creek was also rehabilitated. Managed the preparation of an environmental constraints map to identify environmental resources and required permits. Assisted in the preparation of the NJDOT Environmental Reevaluation (ER) for the previously-approved Environmental Assessment (EA). Performed a supplemental freshwater wetland delineation in accordance with the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands for analysis of stormwater management basin alternatives. Led a Wetland Mitigation Site Search Report in coordination with NJDEP and NJDOT which included a wetland functional analysis of impacted wetlands. Prepared and obtained approval of a NJDEP Freshwater Wetlands Individual Permit and a NJDEP Flood Hazard Area Individual Permit. Designed a wetland and riparian mitigation site to meet permit conditions. Also coordinated a USFWS Bog Turtle Habitat Assessment and Survey and facilitated Section 7 Consultation. Environmental work performed in accordance with NJDOT Capital Project Delivery Process and State and Federal environmental regulations.

NJDOT, Route 46 over Saddle River and Main Street Interchange Reconstruction, Borough of Lodi, Bergen County, NJ: Project consisted of the replacement of the US Route 46 Bridge over Saddle River and Main Street and associated loop ramp reconfiguration improvements to address safety, vehicular capacity and drainage problems within the area. Managed the preparation of a wetland and state open water delineation along the Saddle River within the project area. Also prepared and received approval of a NJDEP Freshwater Wetlands General Permit #10B and a NJDEP Flood Hazard Area Permit which involved addressing riparian disturbances and mitigation. Provided environmental construction services during construction activities.

NJTA, Garden State Parkway Mullica River Bridge Rehabilitation and Widening (M.P. 49.0), Atlantic and Burlington Counties, NJ: Provided support for preparation of environmental documentation for permitting efforts and coordinated among various regulatory agencies and the NJTA Program Manager. Tasks included determining coastal wetland impacts and associated mitigation requirements in accordance with NJDEP and USACE regulations, preparation of permit plans and design reports, coordinated the nest relocation for the state threatened osprey, shellfish resources coordination, and Soil Erosion and Sediment Control Plan Certification. Also prepared an evaluation matrix and other components of the Environmental Permit Support Document and Design Rationale Document which were used to identify design alternatives and to select the preferred design alternative to minimize wetland impacts and associated mitigation requirements. Prepared wetland mitigation project specifications and monitored construction of the restored wetland areas.

Passaic County, Replacement of the Hillery Street Bridge, Totowa and West Paterson, Passaic County, NJ: Assisted in the preparation and obtained approval of a Categorical Exclusion Document for the replacement of the Hillery Street Bridge over the Passaic River. Responsible for the preparation of the ecology and permit sections of the CED including incorporating information from the Cultural Resources Survey, Hazardous Waste Screening, Section 4(f) Evaluation, Air and Noise Analysis, and the Design Report. Also prepared and received approval of a NJDEP Freshwater Wetland General Permit 10B, Stream Encroachment Permit, and Soil Erosion and Sediment Control Certification from HEP SCD.

NJTA, Turnpike Interchanges 1 to 4 Capacity Enhancements Program, Southern NJ: Environmental staff who assisted in the preparation of the Environmental Screening Report, Concept Development Report, Engineering Memos, as well as conducting wetland field delineations for this 36.5- mile highway widening improvement project. Also assisted in the preparation of the natural resources sections (including threatened & endangered species, wetlands, and aquatic resources) of the NEPA and EO215 Environmental Impact Statement.

Amtrak, Hudson River Tunnel Project, Secaucus, NJ/NY: Project consists of a new rail surface alignment within the New Jersey Meadowlands and a new rail tunnel beneath the Palisades and Hudson River south of the existing Northeast Corridor from County Road in Secaucus, New Jersey to Penn Station New York in Manhattan, New York. Prepared an NJDEP Freshwater Wetland General Permit #7, Flood Hazard Area Individual Permit, and Water Quality Certificate. Prepared a USACE Section 404/10 Individual Permit and NYSDEC Protection of Waters Permit. Also prepared components of the ecology portions of the NEPA Environmental Impact Statement and coordinated project consistencies between the NEPA document and the permitting/mitigation phase. Coordinated with NJDEP, NYSDEC, USACE and NMFS regarding mitigation opportunities to mitigate approximately 1.5 acres of impact to the substrate of the Hudson River, impacts to the NYS&W Railroad wetland mitigation site, and impacts to the Hudson River Park. Coordinated NJDEP Green Acres and Tidelands processes, as well as with the Endangered & Non-game Species Program regarding the floating marsh pennywort, an endangered plant species. Performed supplemental wetland delineation field investigations for potential tractor trailer parking mitigation within the New Jersey Meadowlands in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual.

Anthony Crincoli, PE

Geotechnical Lead

Years of Experience
35

Education
ME, Civil Engineering, Stevens Institute of Technology, 1991

BE, Civil Engineering, Stevens Institute of Technology, 1988

Registrations
Professional Engineer: NJ, NY

Training
OSHA 40 Hour
OSHA 10 Hour

Professional Affiliations
American Society of Civil Engineers

Deep Foundation Institute

Anthony has over 35 years of diversified experience in geotechnical design on various projects in the transportation infrastructure field, including bridges, highways, and roadways. His areas of expertise encompass design and analysis of drilled shafts, pile foundations, and anchored and flexible retaining structures; preparation of geotechnical engineering reports; providing recommendations for foundation design, liquefaction potential, soils improvement techniques, and construction procedures; conducting soil testing, site investigation, slope stability, and foundation design and analysis. Anthony also has extensive Design-Build experience.

JFK Terminal 6 Redevelopment Design-Build, Queens, NY: Geotechnical Engineer of Record responsible for design of bridge foundations for six new bridge structures for a DESIGN-BUILD project including tapertube and micropiles; retaining walls including MSE walls and soldier pile walls; high mast light; and ground improvements using light weight fill to minimize future settlement and additional stress to existing structures. Responsibilities included coordinating geotechnical efforts between design disciplines in design of airside work. Geotechnical work included evaluating soil parameters for use in design of piles for foundations, evaluating utility structures for settlement and uplift and evaluation of high mast towers for deep foundations. Responsibilities included preparation of a geotechnical report, specifications, and plan preparation for geotechnical efforts.

NJDOT, Route US 130 Bridge over Raccoon Creek, Logan Township, NJ: Geotechnical Engineer of Record responsible for geotechnical engineering services for the final design of Route US 130 over Raccoon Creek. The project consists of the replacement of the existing Route 130 movable bridge over Raccoon Creek with a new fixed structure which shall provide a 25 foot clearance to marine traffic. In addition, the project consists of the design of retaining walls for the approach roadways, a sign structure, a drainage culvert, fishing wharf and access road that will be confined by a sheet pile wall. Responsible for the supplemental subsurface investigation program, which included soil borings, cone penetrometer testing and a laboratory testing program. Design responsibilities included the evaluation of soil improvement methods which included column supported embankments, and the use of lightweight fill for the proposed embankments and retaining walls. The Geotechnical tasks included foundation analysis for bridge structures, sign structures, analysis of retaining walls (MSE Walls and PMW walls), and design of sheet pile wall for bulkhead.

NJDOT, Route 139, Contract 2, Jersey City, NJ: Geotechnical Task Leader responsible for setting up and administering subsurface program with a total value of $400,000. The subsurface program included soil borings, cross-hole surveys and laboratory testing program which also included the supervision of 3 inspectors. Design responsibilities included evaluation of liquefaction potential, dynamic soil properties and evaluating existing pile foundations under the 500year and 2500 year seismic events. To evaluate the soil–pile interaction the finite element analysis program FB-Pier was used. Also responsible for the design of deep foundations consisting of drilled shafts for the widening of the 14th Street Viaduct bridge. Also responsible during construction for reviewing shop drawings. During construction responsible for reviewing Osterberg Load Cell tests and CSL testing which were performed on drilled shafts on the projects and reviewing load tests for the min-piles on the project.

NJDEP, The Rebuild by Design Hudson River Project: Lead Geotechnical Engineer responsible for coordinating staff for preparation of subsurface investigation, pile analysis for floodwalls, cut off walls for seepage, evaluation of existing embankments for stability and new pedestrian bridge on H-Piles driven to rock. The proposed project is intended to address flooding from both major storm surge and high tide as well as from heavy rainfall events. The project seeks to benefit flooding areas inside the Study Area, which encompasses the City of Hoboken, extending into Weehawken and Jersey City, with the following approximate boundaries: the Hudson River to the east; Baldwin Avenue (in Weehawken) to the north; the Palisades to the west; and 18th Street, Washington Boulevard and 14th Street (in Jersey City) to the south.

Anthony Crincoli, PE

Geotechnical Lead

NJ TRANSIT, Metro Park Station Improvement Project, Iselin, NJ: Lead Geotechnical Engineer responsible for analyzing alternate foundations in Geotechnical Report of 2001. The analysis included foundations for retaining walls, platforms, pedestrian bridge and station building as part of improvements to the Station.

NJTA, Interchange 16W/Route 3 Ramp Improvements, East Rutherford, NJ: Geotechnical Task Leader responsible for design and coordination of staff for an 18 month design project. The design included: three (3) new bridges for the 16 W interchange, widening of two (2) existing bridges for 16W Interchange which consisted of pipe piles driven to rock, two (2) new bridges for the Route 120 Interchange which were designed with H-piles that beared to rock, two stage MSE Walls for both interchanges, and soil improvement methods using wick drains and surcharge to increase shear strength of soft clay and to reduce post construction settlement to within tolerable limits. Also responsible for pavement design report for Route 3 and Route 120 in accordance with NJDOT procedures, also responsible for Foundation Reports for both the NJ Turnpike and Route 120 bridges. Geotechnical leader responsible for construction support services for Contract T200.017 and T200.018. This included review of shop drawings for pile load tests, MSE walls and review of instrumentation data to determine when surcharge was complete. During construction, established pile driving criteria, and determined pile capacity using the results of Pile Driving Analyzer (PDA) and CAPWAP.

NJTA, 6 to 9 Widening Program, Design Section 2, Burlington County, NJ: Geotechnical Task Leader responsible for the final design of Section 2 of the NJTA 6 to 9 Widening Program. Section 2 is a 4.2 mile section of roadway which expanded the Turnpike roadway from 6 to 12 lanes and included 15 new or modified structures. The project encompassed modifications of the existing and the design of four new ramps at Interchange 7. The project also included the modification of two local roads over the mainline, two local roads under the mainline, two maintenance U-turns, and retaining walls. In addition, the project consisted of the design of noise walls, sign structures, storm water management basins and the more typical drainage, utilities, lighting, roadway, ROW, and signing and striping design. The geotechnical tasks included foundation analysis for bridge structures, sign structures, stage construction for MSE walls, and soil improvement methods using wick drains and preloading to increase shear strength of existing clay layer and to reduce post construction settlement to within tolerable limits. All work was done in accordance with the latest ASSHTO LRFD requirements. Responsibilities also included reviewing shop drawings for the three contracts during construction. During construction, established pile driving criteria, and determined pile capacity using the results of Pile Driving Analyzer (PDA) and CAPWAP. Also responsible for reviewing Osterberg Load Cell tests and CSL testing which were performed on drilled shafts on the projects.

NYSDOT, Nassau Expressway Operational and Resiliency Improvements Design-Build, Nassau County, NY: Geotechnical Engineer of Record responsible for geotechnical investigation and design/analysis of the column supported embankment (CSE), retaining walls, ground improvements using foamed glass aggregate, VMS sign structure foundations, proposed culvert foundation and temporary sheeting for construction for the Design-Build project. The CSE consists of geo-synthetic reinforced soil bridge layer as load transform platform to distribute roadway embankment load to the support columns.

NYSDOT, Bronx River Design-Build Project: Lead Geotechnical Engineer responsible for geotechnical investigation and design/analysis of three proposed bridge structures on micropile foundations, seven retaining walls and evaluation of embankment for a Design-Build project. Also responsible for subsurface investigation, site specific analysis and Foundation Design Reports.

NYSDOT, Route 347 (Route 111 to Mount Pleasant Road) Design-Build, Hauppauge, NY: Geotechnical Engineer of Record for the Route 347 project in the Town of Smithtown a heavily traveled arterial bordered on both sides by residential, commercial and retail development. AECOM performed 100% of the design work as part of the Posillico DESIGN-BUILD team. The project involved the widening, reconstruction, and creation of a greenway corridor along the segment of Route 347 from Route 111 to Mount Pleasant Road and includes widening with additional travel lanes and shared use pedestrian and bike paths; landscape design integrating adjacent properties to create a seamless Greenway; sound wall design and installation; Installation and integration of the Intelligent Traffic-Management System; relocation and/or preservation of existing utilities; pavement reconstruction including; paving, pavement markings and traffic signalization; and installation of street lighting; roadway signs, pedestrian lighting, and traffic signals. The geotechnical scope included the subsurface exploration program which consisted of standard penetration testing, cone penetration testing, test pits and field permeability testing for basin design. The geotechnical design included foundations for the sound walls, retaining walls, and sign structures.

NYSDOT, Rehabilitation of Six Bridges on or Spanning the Cross Bronx Expressway (CBE) from Boston Road to Bronx River Parkway, Bronx, NY: Lead Geotechnical Engineer responsible for staff for a project on rehabilitation of six structures and related approach roadways on the CBE from Boston Road to Bronx River Parkway. Responsible for designing foundations for an 18 span viaduct, two bridges, two retaining walls and excavation support systems. Also reviewed seven sign structure foundations designed by the subconsultant. Reviewed existing foundations and subsurface conditions from available as-built records. Included developing a supplemental subsurface exploration program that included 47 Standard Penetration Test borings and eight infiltration tests. Also, overseeing the subsurface investigation program.

Samuel Donelson, PE

Design Principal-in-Charge

Years of Experience
31

Education
BS, Civil Engineering, Temple University

Registrations
Professional Engineer: NJ, NY

As AECOM's New York Metro Regional Transportation Business Line Lead, Sam is responsible for all projects in New York and New Jersey including regional mega-projects, capital programs, and P3s. He has over 31 years of experience, including a 20-year tenure with the South Jersey Transportation Authority (SJTA), culminating in the Executive Director/Chief Engineer role. Sam has significant experience in administration, engineering, and operations of a regional transportation, toll, and aviation authority. He has extensive knowledge of roadway, bridge, tunnel, airport, airfield, building, and parking projects as well as intelligent transportation systems (ITS) and facility maintenance. Sam is a proven leader in innovative tolling solutions, workforce and budget management, capital program preparation and implementation, and employee relations for a transportation organization.

SJTA, Atlantic City/Brigantine Connector/Tunnel Design-Build, NJ: Project Manager for this Design-Build project that included the planning, design, and construction of the $330 million project to connect the Atlantic City Expressway with the Brigantine Bridge, connecting several key locations within Atlantic City. The project required coordination and oversight of engineering firms; utility companies; local, state, and federal stakeholders and regulatory agencies; community groups; large and small businesses; and contractors. The project included 28 lane-miles, 17 bridges, a 2,200-foot tunnel, a 4.5-acre park, 60-foot-deep pump house, electrical building, new SCADA system, Traffic Surveillance and Control System (TSCS), renovations to State Police traffic management center, and numerous major utility relocations. The alignment of the new connector dictated the acquisition of 11 parcels and relocation of affected homeowners. Strict control of the project schedule allowed the completion of this mega-project to be completed in less than three years.

SJTA, Atlantic City Expressway, Beach Thorofare Bridge Widening, NJ: Project Manager for the widening of this bridge over the Intracoastal Waterway with 35-foot vertical clearance over the navigable waterway. Project required EA approval from USACE, US Coast Guard, NJDEP including CAFRA approval. Initially the project included a movable center concrete median barrier, which was later replaced by additional widening of the bridge to take it from a 4-lane structure to a 6-lane structure. Project included new piers and deck and hydro-demolition of the existing deck and replaced with new LMC deck. The bridge center span included lift points for removal as required by the Coast Guard.

NJTA, Program Management for New Jersey Turnpike Interchange 1 to 4 Widening Program, NJ: Program Manager for the contract that included overall Program Management, Conceptual Planning/Design, Preliminary Design and Environmental Services including a NEPA EA and NJDEP EO215. Approvals will be obtained from USACE, US Coast Guard, FHWA, and NJDOT. Also included is stakeholder/community outreach and coordination, oversight of Final Design firms, design review, applying for and obtaining all required permits, mitigation design, etc.

SJTA, Atlantic City Expressway Widening, NJ: Managed the 24-mile, $125 million project from planning through construction and included 24 miles of new travel lane, full-width shoulders, new Express E-Z Pass toll lanes at existing barrier plaza, overhead roadway signage, ITS components (CCTV, VMS, weather stations, in-pavement traffic counters), six bridge and culvert widenings, and 27 new stormwater infiltration basins. Through coordination with the NJ Department of Environmental Protection and the NJ Pinelands Commission, the project included a first in New Jersey wildlife fencing installed along the roadway, which diverted small animals to culverts underneath the expressway. Ten miles of the fencing was installed along the expressway in the area where it intersected the Makepeace Wildlife Management Area and has led to a reduction in animal strikes by vehicles, which in turn has provided a safer roadway for motorists.

Samuel Donelson, PE

Design Principal-in-Charge

SJTA, Atlantic City Expressway - Interchanges 41, 17, and 5, NJ: Led the planning, financial planning, design, permitting, construction and inspection for three major interchanges on the Expressway. Each of these new interchanges had differing levels of tolling facilities installed: automatic coin collection, E-Z Pass/mixed mode, and E-Z Pass-only lanes. Coordinated efforts with NJDOT, county planning and engineering divisions, local municipality review and approvals, utility companies, environmental permitting agencies,
and community groups and residents. Each project was successfully completed within budget and on time.

Camden County Department of Public Works, Realignment of South Broadway (CR 551), City of Camden, NJ: Oversaw the administration of the $9.4 million contract for the realignment of South Broadway in the City of Camden. This recently completed project, is closely aligned with the $260 million Holtec International Technology Center currently under construction at the Broadway Terminal. This project, which was administered by the Camden County Department of Public Works, included the realignment of approximately ½ mile of roadway and generally consisted of utility relocations, excavation of historic fill; placement of light weight fill; construction of steel sheet pile retaining wall; construction of new full-depth pavement; construction of a new stormwater management basin and outfall; installation of new storm sewer system including reinforced concrete pipe, catch basins, and manholes; construction of concrete sidewalk, including curb and gutter and ADA compliant curb ramps; and complete intersection traffic signalization.

NJ TRANSIT/Camden County, Walter Rand Transportation Center, City of Camden, NJ: Principal in Charge for the conceptual design of the new transportation hub at the Walter Rand Transportation Center in Camden City. The project included analysis of current and projected uses and passenger levels, current and future uses, as well as potential private sector uses at grade level as well as other potential including air rights private development above the Transportation Center. The project was funded by Camden County with facility owner, NJ Transit, as the primary stakeholder. Numerous county and city groups (public and private) were included in the concept study phase of this project.

SJTA, Airport Master Plan, NJ: Oversaw the master planning process, to appropriately position the airport authority for future growth and development, that included development of terminal area forecast of passengers over a 25-year horizon, implementation schedule for landside facilities including parking lots/garages, consolidated rental car facilities, surface transportation ingress/egress improvements, numerous security enhancements, passenger terminal improvements, hotel/conference facilities, runway/taxiways extensions, deicing pads, airside economic development space, and future rail connection. Even though much of the proposed development was to occur in critical habitat for listed threatened/endangered species, environmental approvals were obtained from NJDEP, NJ Pinelands Commission, and the FAA. A conventional airport layout plan (ALP) and electronic ALP were prepared and approved by the FAA.

SJTA, Atlantic City International Airport Terminal Expansion, Atlantic City, NJ: Served as Project Manager for the planning, programming, design and engineering of a two-level 74,000-square-foot expansion of the Passenger Terminal with a cost $75 million. The program included three new departure lounges and jet bridges, a Federal Inspection Services (FIS) component to process arriving international flights, new post-security retail concessions, a new loading dock, new airport operations space, an expanded airside apron accommodating wide bodied aircraft, an automated (un-manned exit lane) with state-of-the-art technology, a new inbound bag room with three bag claim devices (one swing for international arrivals), three new baggage service offices and an expanded Meeter-Greeter Area.

William J. Hughes FAA Technical Center, Architectural & Engineering Contract, Atlantic County, NJ: Principal-in-Charge for this 5-year on-call architectural and engineering supporting the FAA in capital projects across their 5,000 acre, 250 building complex. Services provided have ranged from roof evaluation, structural rehabilitation, HVAC evaluation and replacement, 69kV high-voltage feeder stufy and upgrade design, etc. Design fee is anticipated to be approximately $7M over the 5-year contract.

PANYNJ, LGA Redevelopment Program, On-Call Professional Program/Project Delivery and Advisory Services, Queens, NY: Project Director for the on-call contract to provide program and project delivery personnel and services. AECOM currently provides key individuals that are providing crucial services relating to the redevelopment of the Central Terminal Building at LaGuardia Airport. AECOM has been providing program management services to the Port Authority for years on this important and historical program.

Stewart Willis, PE

Project Manager

Years of Experience
35

Education
MS, Civil Engineering, University of Central Florida, 1993

BS, Civil Engineering, University of Florida, 1985

Registrations
Professional Engineer: NJ, NY

Professional Affiliations
American Society of Civil Engineers

American Institute of Steel Construction

Stewart is an accomplished Structural Engineer with 35 years of experience in bridge design. He is experienced in the final design and contract plan preparation of new bridges as well as the widening, rehabilitation, seismic retrofit and deck replacement of existing bridges. Bridge superstructures types that he has experience with include straight and curved steel plate girders, prestressed concrete AASHTO and bulb-tee beams, steel trusses, floorbeams, stringers, precast slabs, exodermic decks, and conventional cast-in-place high performance concrete (HPC) deck slabs. Stewart also has experience in the following substructure and foundation types: full height, stub and integral abutments, end and intermediate concrete bents, concrete multi-column and hammerhead piers, steel columns and brackets, fracture critical steel box girder pier caps, post-tensioned integral pier caps, drilled shafts, concrete filled steel pipe piles, steel H-piles, precast, prestressed concrete piles, and spread footings. He also has experience in the design of precast, post-tensioned concrete culverts and 3-sided frames as well as other transportation structures including MSE and cast-in-place retaining walls, noise barriers and overhead, and cantilever sign support structures. Stewart has worked extensively with New Jersey clients, including NJDOT, NJTA, SJTA, PANYNJ, Middlesex, and Somerset Counties.

JFK Terminal 6 Redevelopment Design-Build, Queens, NY: Design and landside structures manager responsible for the final design and construction support services for the $4.2 billion departure and arrival landside roadways from the JFK Expressway to the new Terminal 6. This design-build project is currently in the construction phase and involves multiple disciplines, including civil, structures, geotechnical, utilities, traffic, striping, electrical and landscape architecture. Multi-stage construction is being utilized to maintain departures and arrivals traffic at JFK Airport's Terminal 5 and 7 while the new Terminal 6, approach roadways, taxi stand, For-Hire Vehicle (FHV) and Personal Occupancy Vehicle (POV) lanes are constructed. For landside structures, final design included six new bridges: Terminal 5 Departure Extension Bridge R10A along the T5i roof of the International Baggage Building, Terminal 5 Departures Exit Roadway over Taxi Stand Pedestrian Access Bridge R10B, Terminal 6 Departures Roadway Bridge R11 (Upper Level), Terminal 5 Departures Exit over Taxi Stand Entrance Road Bridge R11A, Terminal 5 Exit Roadways Bridge R11B (Lower Level) and Inter-Garage Connector Bridge R11C between Orange and Yellow Garages; two bridge modifications: VIT Overpass over Local Street Bridge J24 and Pedestrian Connector Terminal 7 East Bridge P4. The final design for landside structures also included three bridge demolitions, one temporary slip ramp maintaining traffic to Terminal 7 departures level while the new Terminal 6 is constructed, 16 new mechanically stabilized earth (MSE), modular bock and soldier pile/lagging retaining walls, miscellaneous structures, including new Yellow Garage Egress Stairs, Yellow Garage Ramp Modifications, East Lift Station Stairs, five overhead sign structures with drilled shaft foundations, 100' high mast lighting foundation and non-standard utility manholes. New bridges included curved and straight structural steel girders, fracture critical steel box girder pier caps, prestressed concrete voided slab beams (post-tensioned transversely and tied to previous T5i roof strengthening contract), tapertube driven piles and drilled micropiles.

NJDOT, Route US 130 Bridge over Raccoon Creek, Logan Township, NJ: Department Manager responsible for supervision of the preparation of contract plans, supplemental specifications and estimates for the final design of the replacement of the existing vertical lift bridge during staged construction. The proposed bridge is a fixed 4-span continuous steel plate girder structure (110'-130'-110'-110'). The final design includes engineering and detailing of the bridge superstructure, piers, abutments, cofferdams and fender system for the navigable channel. The project also included MSE retaining walls at all four corners of the bridge, a column supported embankment system at the south approach and a fishing pier at the existing

north abutment. The project is currently in construction and approximately half built to date. During construction, responsible for shop drawing reviews, responses to contractor RFI's and coordination with other disciplines and subconsultants, including Geotechnical and Utility Engineering. Recently was also assigned as project manager during the construction phase of the project.

NJDOT, Route 139, Contract 2, Jersey City, NJ: Geotechnical Task Leader responsible for setting up and administering subsurface program with a total value of $400,000. The subsurface program included soil borings, cross-hole surveys and laboratory testing program which also included the supervision of 3 inspectors. Design responsibilities included evaluation of liquefaction potential, dynamic soil properties and evaluating existing pile foundations under the 500year and 2500 year seismic events. To evaluate the soil–pile interaction the finite element analysis program FB-Pier was used. Also responsible for the design of deep foundations consisting of drilled shafts for the widening of the 14th Street Viaduct bridge. Also responsible during construction for reviewing shop drawings. During construction responsible for reviewing Osterberg Load Cell tests and CSL testing which were performed on drilled shafts on the projects and reviewing load tests for the min-piles on the project.

U.S. Army Engineering and Support Center, Fort Monmouth Pedestrian Bridge, Oceanport, NJ: Department Manager responsible for the preparation of final design contract plans, supplemental specifications and quantities/cost estimate for the design of a pedestrian bridge over Mill Creek in a capped landfill area of the former Fort Monmouth Military Base. This design-build project included the superstructure design for a half-through H-section truss with raised floor beams, utilizing a STAAD finite element model. Substructure design was based on concrete abutments on timber piles. The project specifications accounted for environmental restrictions, including a nearby eagle's nest. The design was based on AASHTO LRFD Bridge Design Specifications and LRFD Guide Specification for the Design of Pedestrian Bridges.

NJDOT, US Route 46 over the Hackensack River, Little Ferry, NJ: Department Manager responsible for supervision of the preparation of contract plans, supplemental specifications and estimates for the replacement of the existing concrete deck with a cast-in-place exodermic bridge deck system. The bridge consists of 16 spans with concrete encased steel girders, floorbeams and stringers supporting the roadway and concrete encased steel brackets supporting sidewalks at both fascias. The main span over the Hackensack River consists of a double leaf bascule with steel girders, floorbeams and stringers supporting an open grid deck. In addition to the bridge deck replacement, the project includes seismic retrofits, repairs to the existing structural steel, concrete encasement removal and the replacement of the concrete encased steel fascia channels and architectural balustrades along the sidewalk.

NJDOT, Pulaski Contract 2 (formally known as Route 139, Contract 3), Conrail Viaduct and Hoboken Viaduct (Bevan St, St. Pauls Ave. and Summit Ave.), Jersey City, NJ: Department Manager responsible for supervision of the preparation of final contract plans, specifications, calculations, and estimate for the deck replacement (AASHTO LRFD Design), structural rehabilitation, and seismic retrofit of the Conrail and Hoboken Viaducts. The existing bridge decks are supported on concrete encased steel trusses, edge girders, floorbeams and stringers. The new deck slab consists of cast-in place High Performance Concrete (HPC) and High-Early Set (HES) Concrete with a Latex Modified Concrete (LMC) overlay. Movable and fixed construction barriers are proposed to maintain westbound and eastbound traffic during deck replacement and staged construction operations. Temporary towers and truss jacking are proposed to replace the Conrail Viaduct's existing rocker bearings with laminated elastomeric bearings as a seismic retrofit.

NJDOT, Route 1 & 9, Pulaski Skyway Superstructure and Substructure Rehabilitation, Seismic Retrofit and Drainage - Contract No. 8 (Piers 45 – 61), Jersey City, Township of Kearny and Newark, NJ: Department and Project Manager responsible for the Preliminary and Final Design for the seismic analysis and rehabilitation of the substructure for a mile long, 17 span segment of the steel truss viaduct of the Pulaski Skyway. The project is currently in the Final Design Stage and includes development of a 3D Finite Element Model in CSiBridge using response spectrum analysis under Service, Strength and Seismic Limit States. Final design also includes concrete pier column rehabilitation, rocker bearing replacement with High Load Multi-Rotational (HLMR) bearings and demolition and replacement of the upper pier columns and pedestals using friction collars. Existing deep concrete pile foundations, pile caps, footings and pier columns were also evaluated based on capacity versus demand for the 1000 and 500-year earthquake. Temporary micropile foundations were also designed to support temporary towers during rocker bent replacement in multiple spans. The replacement of the Span 47 Rocker Bent is under construction and Vibration Monitoring and Micropile Verification/Proof Load Shop Drawings are currently being reviewed.

NJDOT, US Route 11 & 9 (Pulaski Skyway), Contracts 3 and 4, Kearny, Jersey City, Newark, NJ: Department Manager responsible for supervision of the preparation of final contract plans, specifications, calculations, and estimate for the deck replacement of the eleven western spans of the historic Pulaski Skyway. The cast-in-place deck is being replaced with precast deck panels with open stud pockets and Ultra High Performance Concrete (UHPC) closure pours between the panels and a Polyester Polymer Concrete (PPC) overlay supported by new steel cross beams. The contract included the use of stainless steel reinforcement steel, elimination of two existing expansion joints, analysis of the structure utilizing the Finite Element Method (FEM) to determine Capacity/Demand ratios for the existing columns, reconstruction of the west abutment and replacement of the west abutment bearings.

Stewart Willis, PE

Project Manager

NJDOT, Grove Avenue over Port Reading Railroad (Conrail), Metuchen, NJ: Department Manager and Project Manager responsible for supervision of the preparation of final contract plans, specifications, calculations, and estimate for the replacement of an existing 5-span timber bridge with a single span steel plate girder structure. The new bridge consists of 11'-0" lane, 7'-9" shoulder and 6'-0" sidewalk in each direction. The new bridge is located in a predominantly residential area and consists of a precast deck slab system, metallized steel girders with a span of 106 feet and cast-in-place abutments founded on spread footings. A temporary pedestrian bridge will be erected on the east side of the bridge with a total closure of Grove Avenue and detoured traffic during construction. Removal and replacement of the existing bridge includes Accelerated Bridge Construction (ABC) elements as construction will be during the summer months when the nearby Metuchen High School is out of session.

NJTA, 6 to 9 Widening Program, Design Section 2, Burlington County, NJ: Department Manager responsible for supervision of the final design, contract document preparation and construction support services for 13 bridges, 18,740 linear feet of retaining walls, 3,655 linear feet of noise barriers, and 30 overhead and cantilever sign support structures along a 4.2 mile section adjacent to Interchange 7. Responsible for supervision of structural design using AASHTO LRFD Design Method, specifications and preparation of contract plans for three separate contracts (Contracts 201, 202 and 203) with a total construction value of approximately $200 million. The structures included welded, continuous steel plate girder bridges (210 foot maximum unsupported length), prestressed concrete integral bridge (270 feet long), prestressed bulb tee beam bridge, two viaducts (1,510 and 1,430 feet in length), and mechanically stabilized earth (MSE) retaining walls. Foundation design included both concrete drilled shafts and concrete-filled steel pipe piles. Supervised preparation of alternative design study during preliminary phase and investigated several span arrangements for the use of various concrete and steel superstructures and concrete substructures to determine the most cost effective alternative.

NJTA, Interchange 16W/Route 3 Ramp Improvements, East Rutherford, NJ: Department Manager responsible for supervision of the final design and contract document preparation for five bridges and four retaining walls. Two single-span bridges included integral abutments, prestressed concrete bulb tee beams and wrap around mechanically stabilized earth two-stage retaining walls with stub abutments. One three-span flyover bridge consisted of curved steel plate girders on multi-column piers. Two additional bridges consisted of widening the existing steel girder structures while maintaining the original minimum vertical clearance and meeting standard deflection criteria.

NJTA, Improvements to Interchange 10, Bridge Widening and Pavement Reconstruction, Edison, NJ: Department Manager responsible for supervision of the final design and contract document preparation for the widening and full deck replacement of Ramp TS over the New Jersey Turnpike Mainline. Contract documents include structures and staging drawings, specifications, quantities and Engineer's construction estimate. The Ramp TS Bridge is a 520 foot long steel girder structure on a curved alignment with 8 simply supported spans. The project also included the preparation of final contract documents for NJTA Overhead Span (Standard and HCMS) and Cantilever Sign Support Structures as well as a NJDOT Cantilever Sign Support Structure.

Scott Cortese, PE

Design Quality Assurance

Years of Experience
27

Education
MS, Civil Engineering, Structural Engineering Core, Virginia Tech, 2001

BS, Geology and Environmental Science, Bowling Green State University, 1997

Registrations
Professional Engineer: NJ, NY, PA, FL

Scott is a professional engineer with 27 years of experience in the transportation design industry focusing on structural design for the emergency repair, rehabilitation, and construction support services of fixed and movable bridge projects. He has experience with clients including NJDOT, DRPA, NJTPA, PANYNJ, NJTA, NJ TRANSIT, and other New Jersey/New Yorkk region clients, for both Design-Build and Design-Bid-Build contracts. Scott brings a deep understanding of business and operations management to leverage KPIs to drive profitability.

NJDOT, CPM Staff Augmentation, NJ: Project Manager for in-house staff augmentation support for Team C at the NJDOT. Task orders have included utility management and design support services for Route 49 over Maurice River, Trenton Amtrak Bridges, Route 129 design, Route 295 underclearance study, and Route 130 Raccoon Creek.

NJDOT, Farnsworth Avenue (CR 545) over Conrail, Preliminary Engineering/Final Design, NJ: Project Manager. Scope includes structural inspection/recommendations/preliminary design of bridge retaining walls and traffic control designs.

Route 64, Bridge over Amtrak Northeast Corridor, West Windsor Township, Mercer County, NJ: Project Manager and Bridge Task Lead for the full scope Concept Development (GES Task Order) and Preliminary Engineering (Federally Funded) phases for the replacement of the Route 64 bridge over Amtrak's Northeast Corridor Railway. Existing bridge was constructed in 1939 and is a 104' long single span, simply supported, skewed concrete encased through-girder structure supporting two lanes of traffic. PPA recommended a new 115' long redundant single span bridge supporting four lanes. Work effort includes raising the profile to provide 23' underclearance to the Amtrak tracks (obtained Design Exception from Amtrak), a roundabout at the north approach, safety upgrades at the Wallace/Cranbury Road Intersection at the south approach, widening the roadway approaches from 2 lanes to 4 lanes, drainage modifications including two new drainage basins, significant utility relocation coordination and ROW acquisitions. Complex multi-stage construction will be required due to the proximity of the Princeton Junction Train Station and the fracture critical nature of the existing superstructure without impeding rail operations. Significant stakeholder outreach was completed (West Windsor Bike/Pedestrian Alliance, West Windsor Twp., Mercer County, Amtrak, D&R Canal Commission, Princeton University). Several Local Official Briefings were held to obtain Resolution of Support. Bike/pedestrian access and safety during construction will be necessary. Early and continuing public outreach was used to obtain community/local support for the project.

NJDOT, Perkintown Road (CR644) Bridge over Route 295, Oldmans Township, Salem County, NJ: Project Manager and Bridge Design Task Lead for both Limited Scope CD and Limited Scope FD phases for this project. The existing bridge is a 210', three-span, simply supported bridge supporting two lanes of traffic and one sidewalk. The replacement structure (PPA) is a fully continuous bridge with semi-integral abutments (jointless) utilizing an additional line of girders to facilitate staged construction over Route 295. Other work efforts of this project include raising the underclear from 14'-8" to 16'-0", full seismic retrofit of two intermediate piers and an addition of 4 micropiles at the two existing intermediate pile caps, full replacement of the existing concrete columns and column caps at each intermediate pier, reconstruction of the abutment girder seats and backwalls, and raising the approach roadways/embankments to meet the new bridge profile. Other work completed includes guide rail upgrades along Perkintown Rd and Rt. 295, minor ROW acquisition using ADV method, coordinated utility relocations (UECA), traffic control for staged construction with temporary signals along Perkintown Road, stormwater management, SESC Plans, asbestos removal, and development of a Major Development Permit. Completed construction schedule and narrative and utilized AASHTOware for construction cost development. Submitted Design Exception Waiver Report to NJDOT for bridge underclearance.

Scott Cortese, PE

Design Quality Assurance

NJDOT, Route 206, Bridge over Big Flat Brook, Sandyston Township, Sussex County, NJ: Project Manager and Bridge Task Lead for the preparation of a full Scope Concept Development Report with supporting plans, calculations, and studies for the full replacement of the Route 206 bridge over Big Flat Brook and approximately 1,500 feet of approach roadway. The existing bridge was constructed in 1929 and is a 93' long two-span, simply supported structure consisting of a concrete encased rolled steel girder superstructure supporting a reinforced concrete bridge deck. The existing bridge carries two 12' lanes and two 8' shoulders with no sidewalks. The PPA recommended a new 88' long single span bridge (removing the center pier) with traditional expansion abutments (no semi or fully integral abutments due to 50-deg skew). Due to the need to maintain two lanes of traffic along Route 206 and the local Township was not in favor of a detour and complex staged construction is proposed. Habitat fragmentation necessitated wildlife shelves under the bridge with animal fencing along all four bridge corners. Complex unsteady-state hydraulic analyses completed. The bridge and roadway profile is proposed to be raised to achieve a 2' freeboard over the 100-yr flood elevation. Utility relocation coordination and public/stakeholder outreach was completed.

NJDOT, Route 1SB Roadway Widening Nassau Park Boulevard to Quaker Bridge Mall Overpass, NJ: Bridge Design Team Lead for this project which included PE and FD phases for the widening of 9,000LF of Route 1 between Quaker Mall Overpass and Nassau Park Blvd. Project involved exit/entrance ramp and mainline geometry improvements, new signing/striping, drainage basin design, pedestrian mobility and safety during construction, staged construction/MPT, overhead and cantilever sign support design, guide rail design. Directly responsible for ADA compliant sidewalk layout, curb ramp design, highway lighting on overhead sign structures, upgraded guide rail, and design of 5 overhead sign support structures (OHSS), and 2 cantilever sign support structures (CSS). Work performed in accordance with applicable NJDOT Capital Project Delivery Procedures, NJDOT and AASHTO Design Manuals, MUTCD and the NJDOT Standard Specifications for Road and Bridge Construction.

NJDOT, Route 30 Movable Bridge over Beach Thorofare, Atlantic City, NJ: Project Manager and Bridge Team Lead for this project. The Route 30 bridge is a 405ft long, seven span, six-lane bridge with a movable single leaf bascule component, and 3-level Operator and Gate Houses. Project PPA involved bascule span deck, stringer, and deck joint replacement, span balancing, concrete deck spall repair, bearing replacement, Operator/Gate House repairs/retrofits for cable raceways, NEC/OSHA clearances, control console replacement, and hazmat removal, and ADA-compliant sidewalks/crosswalks. Construction staging details determined with temporary signal and stop bar locations. Coordination with USCG for approved channel outage/closure periods.

NJDOT, Piaget Avenue (CR 628) over Norfolk Southern, Preliminary Engineering and Final Design, Passaic County, NJ: Project Manager for both phases of this bridge replacement project. The existing Piaget Avenue Bridge was built in 1926 and has a total length of 125'-0" with a 73'- 0" maximum clear span and 19° skew. The superstructure consists of a fracture critical, non- redundant steel through-girder and floor beam system. Scope included full structural, roadway, traffic and permitting for the complete replacement of this bridge.

NJDOT, Caven Point Road Bridge over Conrail Limited Scope Final Design, Jersey City, NJ: As Project Manager, provided final bridge design services for bridge deck and superstructure replacement of this 91' long, three-lane, three-span continuous steel beam bridge over Conrail railroad. High ADT and pedestrian use required construction staging to limit impacts to pedestrians and traffic. Bridge replacement utilized Precast Structural Units, consisting of a concrete deck and steel girders. Intersection improvements included signal re-timing, mast arm and signal pole design, roadway re-striping, and inlet resetting. Guide rail was replaced to new standards. Project also involved bearing, wing wall, and headwall replacement. Significant public involvement/coordination for Jersey City, Conrail, Hudson County, utilities, and local residents/business owners.

NJDOT, Pulaski Skyway Superstructure & Substructure Rehabilitation Final Design, Contract 6, Jersey City, NJ: Deputy Project Manager for the rehabilitation of the Pulaski Skyway that has been a vital link between New Jersey and New York City since 1932. The 3.5-mile long Pulaski Skyway is a four-lane bridge and carries about 74,000 vehicles daily. Project included in-depth field inspection and inventory of gusset plate/truss pin connection conditions, report, and rehabilitation recommendations/cost estimates by type for spans 61 through 77 over the Hackensack River. Rehabilitation recommendations/details for gusset and splice plate repair/replacement, truss member (bracings, chords, verticals, etc.) repair, rivet removal, and rocker bent repair. Repair recommendations accounted for constructability, access and MPT considerations. Also designed new drainage support details for roadway drainage.

NJDOT, Old Route 33 over Millstone River, Preliminary Engineering, Final Design and Construction Support Services, Millstone Township, NJ: Deputy Project Manager for the replacement of the Route 33 (Old Road) bridge over the Millstone River, consisting of a 33' wide clear span precast concrete rigid frame supported on a pile foundation and a cast-in-place concrete pedestal/pile cap. Work effort included approach roadway pavement improvements, guide rail upgrades, drainage modifications and utility accommodations during construction, permitting and hydraulics. During construction, efforts included RFI/shop drawing reviews, change-of-plan coordination and progress meeting attendance. Community outreach was conducted to inform and obtain feedback from local stakeholders regarding proposed construction schedule, project impacts and traffic diversions.

Dipali Patel, PE

Site/Civil/Utilities Lead

Years of Experience
16

Education
MS, Civil Engineering, L.D. College of Engineering, 2007

BS, Civil Engineering, L.D. College of Engineering, 2001

Registrations
Professional Engineer: NJ, NY

Envision Specialist, Institute of Sustainable Infrastructure

Dipali is a seasoned professional engineer with extensive expertise in civil and transportation engineering. Her comprehensive skill set encompasses various facets of the field, including highway and roadway design, maintenance and protection of traffic, stormwater management, drainage, hydrology, hydraulic applications, permitting, engineering design calculations, specifications, technical review, structural analysis, and design, site planning, engineering survey, layout, estimation, and documentation. Her notable portfolio showcases proficiency in providing hydraulic and hydrology engineering, storm drainage management, and scour analysis in adherence to transportation agency standards. Dipali is adept with industry-standard tools such as TR-55, Hydraflow Hydrograph, HEC-RAS, HydroCAD, and Pond Pack, and possesses familiarity with HEC-2 and SewerCAD.

Secaucus To Meadowlands Transitway Emergency Construction Service For FIFA, NJ: The Secaucus-Meadowlands Transitway seeks to improve existing roadways to support NJ TRANSIT (Client) enhancing bus service between the Secaucus Junction Train Station and MetLife Stadium during the 2026 FIFA World Cup and other high-attendance events. The roadway improvements associated with the Transitway include the milling and resurfacing of Seaview Drive, construction of mid-block crosswalks along Seaview Drive, widening of the Seaview Drive and Meadowlands Parkway intersection in the Town of Secaucus, the consideration of a crossover ramp between Sheraton Plaza Drive and New Jersey State Highway Route 3 Eastbound, a merge metering signal between Sheraton Plaza Drive and New Jersey State Highway Route 120 Southbound, and a hard shoulder along New Jersey State Highway Route 120 Northbound in the vicinity of the American Dream Mall in the Borough of East Rutherford. Senior Project Engineer assisted with contract drawings, technical specifications, and the Basis of Design Report (BODR).

NJDOT, Route NJ 45 over Woodbury Creek, Woodbury, NJ: Roadway Design Team Member for the replacement of the structure of the Route 45 bridge over Woodbury Creek. Project included raising the profile of Route 45 for a new pedestrian path under the bridge connecting adjacent park lands, and utility relocations. Senior project engineer overseeing the preparation of construction plans, quantities, and specifications by staff-level engineers, as well as sub-consultant tasks of survey preparation, right-of-way design, and hydrology and hydraulic calculation of bridge.

NJDOT, Chapel Drive at CR 623 Bridge over D&R Canal and Griggstown Causeway (CR 632), Franklin Park, NJ: Civil Design Engineer for two Delaware and Raritan Canal bridges that were classified as structurally deficient due to the poor condition of the substructure. The work was performed to advance the preferred alternative, including preliminary engineering, final design, and construction engineering services. Specific work included geometric design of highways and streets; development of construction plans, engineering estimates, and specifications using Transport and Primavera schedule; preparation of traffic control and staging plans, including detour plan, and preparation of traffic signage and striping plans. The NJDOT Capital Project Delivery Process performed the engineering design, NJDOT Roadway Design and Procedure Manuals, Standard Roadway Construction and Traffic Control Details, NJDOT Road and Bridge Construction Standard Specifications 2016, and AASHTO Roadway Design Manual.

NJDOT, Rt 1 Forrestal Br, Piscataway, NJ: Project Engineer and Civil Lead for replacing the Route 1 bridge over Forrestal Road and the widening of Forrestal Road. The project included pavement widening along Route 1 to create standard shoulders in each direction and profile and adjustments to the bridge and approaches and on Forrestal Road to provide additional vertical clearance and widening of Forrestal Road. Responsibilities included roadway horizontal and vertical geometric design, utility coordination and relocation, construction staging, and drainage design. Designed the guide rail transitions to new parapets. Prepared roadway

construction plans, traffic control, and staging/maintenance and protection of traffic plans to detour traffic around the structure, drainage, and environment plans.

NJTA, Interchange 1-4 Widening Program Management, Woodbridge, NJ: Senior Project Engineer assisted with pipe cleaning as-built drawings for the program management services for the NJTA's Interchange 1 to 4 Widening Program. The program increased mainline capacity and expanded interchange operations over a 36.5-mile stretch of the New Jersey Turnpike, decreasing congestion and improving environmental conditions throughout the corridor.

South Jersey Transit Partners, GCL PED, Camden, NJ: Senior Project Engineer responsible for utility coordination and relocation for various towns. The project consisted of the concept development engineering design services for the Glassboro-Camden Light Rail (GCL). This 18-mile light rail transit system will operate primarily on the existing Conrail right-of-way from the City of Camden's Walter Rand Transportation Center, terminating in the Borough of Glassboro. GCL will traverse twelve communities, including the City of Camden, Gloucester City, Brooklawn Borough, Westville Borough, the City of Woodbury, Woodbury Heights Borough, Wenonah Borough, Deptford Township, Mantua Township, Pitman Borough, W. Deptford Township and the Borough of Glassboro. GCL will provide 13 new transit stations, including four 'walk-up' stations, four 'moderate park-and-ride' stations, five 'park-and-ride' stations, and one existing walk-up station at the Walter Rand Transportation Center. Responsible for the establishment of Client Contact NJDOT Utility Letter No. 1, execution of the utility questionnaire, acquisition of utility facility, base mapping of facilities, development of the Preliminary engineering utility design directive, identification of potential utility conflicts along the project alignment including at grade crossings and bridges, review all existing License to Occupy (LTO) information provided by Conrail and identified utility relocations required within Conrail's property to comply with Conrail's engineering specifications CE-4, CE-6, and CE-8.

PANYNJ, Rehabilitation of Entrance and CTA Roadways at Newark Liberty International Airport (EWR), Newark, NJ: Project Engineer assisted with the civil engineering on-call civil engineering agreement to provide various civil engineering services. The project consisted of paving and grading of existing roadways and maintenance of traffic and pavement marking plans for short-term parking roadway in front of Terminal A (3,010 L.F.), Bridge N9/A Ramp from Lindbergh Road (575 L.F.), Main Entrance Roadway (875 L.F.) and Brewster Road (5,940 L.F.). Duties involved reviewing available documents, conducting site visits, and preparing contract drawings for all roadway elements, including paving, grading and drainage plans, profile and proposed spot elevations, details, and maintenance of traffic drawings, including pedestrian and vehicle detour plans by current federal regulations (MUTCD) and PANYNJ design standards, pavement marking plans, specifications, and a construction cost estimate for each location.

PANYNJ, Goethals Bridge Replacement, Elizabeth, NJ to Staten Island, NY: Project Engineer for the replacement of the 80-plus-year-old Goethals Bridge. Work included final design services for several structures, including bridges, retaining walls, deep foundations, and substructures for the New York and New Jersey approaches. Bridge structures include the Old Place Creek Trestle, a four-span continuous structure (4 x 40 = 160 feet) consisting of prestressed voided slabs, integral abutments, and precast pile caps over steel pipe piles (24 inches in diameter), which formed a portion of the at-grade construction and maintenance access roadway between the New York approach spans and the abutments at the Staten Island Terminus.

Somerset County, Meeker Road F1303, Bernardsville, NJ: Project Engineer/Roadway Lead for design services for replacing this substandard bridge, which carries Meeker Road over Mine Brook. This superstructure consists of a concrete deck slab with embedded structural steel I-beams. The bridge was built in 1973 as a single-span, prestressed concrete voided slab beams with bituminous concrete overlay (no concrete deck), supported on full-height concrete abutments with spread footings. The roadway width of the structure is 30.2 feet, with a 5.5-foot-wide sidewalk along its west side; the total out-to-out deck width is 38 feet. The existing parapets have a three-bar tubular open aluminum bridge railing without end treatments. The bridge was considered structurally deficient due to the low inventory and operating rating, poor condition of the superstructure, and scouring of the abutments. Responsibilities included horizontal and vertical alignment improvements design, 3D roadway modeling, grading, drainage, erosion control, signing and striping, traffic detours, NJDEP flood hazard and wetland permitting, utility coordination, earthwork calculations, specifications, and engineer's estimate. Plans were developed in AutoCAD.

Somerset County, Replacement of South Branch Road Bridge (No. C0606), Branchburg, NJ: Civil Engineer for the conceptual studies to final design conceptual studies to final design of the complete replacement of this bridge, built in 1924 over Pleasant Run. The new structure now has two 12-foot wide travel lanes with two 6-foot shoulders (36-foot curb to curb). The new bridge opening was similar in size to the existing bridge, and the hydraulic and hydrologic characteristics of the existing bridge structure remained. Approach work consisted of the roadway reconstruction to transition from the widened section at the bridge to the current pavement width to the north of the bridge. The transition length was based on the AASHTO guidelines and posted speed limits. The vertical alignment of South Branch Road did not change significantly. The existing horizontal alignment was revised to accommodate the new bridge cross-section. The roadway profile was adjusted to smooth out any kinks and did not increase to alleviate the flooding within the area. Responsible for preparing NJDEP permit package and developing construction plan, stream encroachment plan, wetland permit plan, soil erosion, sediment control plan, profile, and cross–sections.

1.0 EXECUTIVE SUMMARY / PROJECT UNDERSTANDING (ENVELOPE #2 – 6.I.1.A)

1.1 INTRODUCTION

1) Creamer-Sanzari, A Joint Venture (the DESIGN-BUILDER or CSJV) has submitted a fixed price proposal to the New Jersey Sports and Exposition Authority (NJSEA or the OWNER) for Design-Build services for the construction of the new Meadowlands North Pedestrian Bridge. This scope of work is for all civil, structural, mechanical, electrical and oversight associated with design and construction of the new pedestrian bridge. The project is located in East Rutherford, NJ within the Meadowlands Sports Complex. The scope of work generally includes installation of all structural elements, egress, stairs, foundations, MSE walls, architectural features and finishes, lighting, site/civil, parking lot modifications and signage.

2) CSJV, under contract with the OWNER, will design and build the CONTRACT SCOPE.

3) CSJV will manage and execute the project with personnel from its affiliated companies. Key team member, AECOM, will perform the engineering and architectural design. The work will progress in accordance with the Schedule and any amendments to it that may be made during the project.

4) This portion of Creamer-Sanzari's proposal will be incorporated into our Project Execution Plan (PEP); the information in this section has been developed to provide a general understanding of the Project requirements and objectives, and the processes to be implemented to achieve those objectives.

5) The PEP and the related documents incorporated by reference will provide guidance regarding the controls implemented on the Project. The PEP will be finalized prior to the start of work, and shall not be deviated from or modified without full knowledge and approval of the Project Management Team. CSJV's Project Manager will control the distribution and revision of this Plan.

1.2 PROJECT DESCRIPTION

The project will be constructed within facilities owned by NJSEA as well as over State Route 120 and W. Peripheral Road.

1. NJSEA is soliciting solutions for the site improvements and construction of a new, additional, pedestrian bridge between Meadowlands Parking Lot C and the American Dream Parking Garage A. This pedestrian bridge will cross State Route 120 north of the existing pedestrian bridge.

2. The SCOPE for the project encapsulates comprehensive design and construction services for the new pedestrian bridge, ensuring a seamless blend of structural, functional, and aesthetic elements. Our team acknowledges the requirement to provide full design services, including architectural and engineering components, along with handling all necessary filings for permitting, licensing, and regulatory approvals from agencies such as NJDCA, Bergen County Soils Conservation District, NJDEP, NJ Transit, and NJDOT.

3. The SCOPE shall be completed prior to May 8, 2026 in order to accommodate the anticipated volume of patrons attending the FIFA World Cup.

Roles and Responsibilities

The DESIGN-BUILDER shall be responsible for the following items:

Design and build all facets of the new pedestrian bridge and surrounding site improvements.

Provide all detailed design documents including drawings, details, specifications, calculations, etc. necessary to complete the installation, permitting, inspection and testing throughout the project.

DESIGN-BUILDER shall strictly comply with all licenses and permit requirements and shall ensure the compliance of all DESIGN-BUILDER and Subcontractor personnel. All calculations and drawings shall be certified by a professional engineer in accordance with the licensing laws and regulations of the State of New Jersey.

Perform general contracting duties, and execute site/civil work, structural concrete foundations, structural steel superstructure construction, and building envelope construction. Additionally, DESIGN-BUILDER is responsible for plumbing and electrical infrastructure, egress stairs, and temporary facilities, among other construction-related tasks. SCOPE includes selective demolition work, coordination with existing utilities, and collaboration with other contractors working at the Meadowlands Sports Complex. Also included is managing logistics to minimize the impact of construction activities on scheduled events at the complex, establishing and enforcing safety programs.

The COMPANY shall be responsible for the following items:

Provide assistance in coordination with other construction or maintenance contractors at the Meadowlands Sports Complex. Epic Managements has been hired by the COMPANY to act as OWNER's representative.

CSJV Commitment to Disadvantaged Businesses

CSJV understands the project's commitment to maximize utilization of disadvantaged business enterprises (minority, women, and disabled veteran owned business). These goals align with Creamer-Sanzari's and we have established a 10% combined goal for meaningful participation.

2.0 PROJECT CHARTER (ENVELOPE #2 – 6.I.1.A)

2.1 GOALS & OBJECTIVES

1) This project represents an opportunity to support NJSEA's goal in providing a best-in-class experience to the individuals attending events at the Meadowlands Sports Complex; additionally, because the FIFA World Cup will be held at the Sports Complex in 2026, this project presents the opportunity to demonstrate what a high-quality sporting event experience should be to the entire world. The design-build approach will offer a way to efficiently expedite the project schedule. It will also demonstrate the ability of CSJV to combine the strengths of both Creamer, Sanzari and AECOM to best serve the owner's needs.

2) The project goals include meeting or exceeding all schedule, quality, and performance requirements of the contract. To achieve the stated goals, the following objectives must be observed:

a) Provide all engineering deliverables and materials in accordance with the contract and project schedule to coordinate this work with the projects and initiatives ongoing around the Meadowlands Sports Complex.

b) Develop and implement a procurement strategy that ensures quality, value, and schedule support.

c) Ensure the quality of all project activities and deliverables.

d) Monitor and manage the contract schedule, scope, and budget, to avoid over-runs.

e) Maintain jobsite safety.

f) Maintain good communication between all participants in the project, including the Owner and its Other Contractors, Project Management, Engineering, Procurement, Construction Management and Subcontractors, Project Controls and Project Accounting.

g) Utilization of qualified contractors and trades personnel.

3) CSJV's goal is to deliver all finished materials and equipment that meet or exceed owner expectations.

4) CSJV's schedule goal is to deliver each phase of the project on or before the contractual milestone dates.

2.2 ASSUMPTIONS, RISKS AND OBSTACLES

1) A Risk Management Plan will be developed prior to the start of work.

2) Critical activities and assumptions are included in the Contract. Notable items affecting the execution of the project include:

a) Timely issuance of the Notice to Proceed.

b) Obtaining all regulatory approvals and permits.

c) Design of structural steel members.

d) Implementation of an effective logistics plan for the coordination of construction activities, material staging, and delivery and work force parking and access.

2.3 SUCCESS CRITERIA

1) The Scope will be designed, constructed, and turned over in accordance with this scope of work.

2) The Scope will be executed based on a teaming approach with the Owner, Owner's Representative, the DESIGN-BUILDER, and its Subcontractors.

3) A contract schedule will be maintained throughout the life of the project. This schedule will be the benchmark against which the project progress will be measured. Success criteria will be in adherence to the schedule. Schedule detail is developed in the construction documents such that the amount of re-work necessary in the field is kept to a minimum.

4) Periodic team meetings both internal to CSJV's team as well as with the Owner's overall project team will be conducted during the project cycle to assure all parties efforts are moving forward in support of the overall goals.

5) The construction will be conducted under safe conditions.

6) Overall project success will also be measured by adherence to Safety and Quality, achieving the interim and final completion milestones established for the project.

2.4 MILESTONE SCHEDULE

1) The Project Schedule Milestones are included in the Contract. The major milestones are dates which have been agreed by the Owner and CSJV as contractual dates upon which certain events must occur to support the overall project.

3.0 SUMMARY OF WORK / UNDERSTANDING OF RESPONSIBILITIES (ENVELOPE #2 – SECTION 6.1.I)

3.1 HAND OFF TO PROJECT TEAM

1) In order to meet the Owner's expectations, compliance with all aspects of the Contract will be required. Copies of the Contract will be maintained by the Project Manager and are distributed to select members of the Project Team.

2) In addition to this Project Execution Plan, important or unique requirements contained in the terms and conditions of the Contract should be referred to often by individuals working on the project. Key contract exhibits outlined the Scope of Work will be provided as additional exhibits to this plan for easy reference.

3.2 PERMITS

1) All permits and approvals for the project will be obtained as needed to support the construction schedule. This includes NJDCA, Bergen County Soils Conservation District, NJDEP, NJ Transit and NJDOT, as required. A more detailed narrative around Creamer-Sanzari's approach to regulatory matters is found in **Envelope #2 - 6.i.2**.

3.3 WORK BY CSJV

CSJV will perform the following tasks:

1) Project Management

a) Responsibilities include:

- Developing the Project Execution Plan and updating as required
- Managing the project scope, cost, and schedule in compliance with the Contract and with emphasis on the critical path
- Communication with the Owner, Owner's Representative and the project team
- Coordination of engineering, procurement, construction, testing and turnover
- Quality management
- Project monitoring and coordination of Project Controls efforts
- Conducting meetings between CSJV and the Owner's Representative
- Conducting team meetings
- Issuing reports
- Issuing invoices and collecting payments from Owner's Representative
- Change Management
- Identifying and resolving all commercial matters with the Owner
- Authorizing commitments and expenditures
- Risk management
- HSSE management
- Monitoring community outreach efforts and progress tracking

2) Engineering

a) Responsibilities include:

- Maintaining the Scope of Work
- Coordinate engineering consultant preparation of technical specifications, engineering drawings (including those required for permitting), technical studies,

and reports and calculations.

- Resource planning and reporting as required to support the project scope, budget, and schedule
- Support procurement
- Facilitate resolution of technical issues during construction with Construction Management Team

3) Materials/Equipment Procurement

a) Responsibilities include:

- Preparation of procurement schedule consistent with engineering and construction requirements
- Developing and issuing Request for Proposal packages
- Participating in vendor evaluation and source selections
- Preparing Procurement Evaluation summaries and recommendations
- Performing vendor negotiations
- Developing and issuing of CSJV purchase orders to selected vendors
- Vendor management:
  - Schedule (Expediting)
  - Change
  - Warranty
  - Disputes
- Invoice reconciliation and recommendation for approval

4) Project Controls

Responsibilities include:

- Document control process and support
- Scheduling
- Budget Monitoring
- Progress Reporting

5) Construction and Site Management

Responsibilities include:

- Prequalification of Subcontractors and generating RFPs for installation subcontractors and construction services
- Developing and Issuing Subcontracts
- Manage and administer the construction phase including self-perform crews and equipment, subcontractors, and vendors
- Monitor schedule compliance and expedite activities to maintain compliance
- Progress Reporting
- Field Document Control
- Construction Coordination
- Enforce Safety and QA/QC Policies and Procedures
- Interface between Engineering and Subcontractors
- Develop construction Punch List
- Host Construction Coordination Meetings
- Participate in Management Meetings

- Provide temp. facilities including utilities for the Construction Management team
- System turnover documentation
- Receiving, Unloading, and Warehousing
- Procurement of bulk material and stock items
- Material Tracking
- Field QA/QC
- Obtain permits

6) Stakeholder Management Plan

a) For a project of this size and given the timeframe required for its implementation, an effective Stakeholder Management Plan is critical to minimize the impact to the community. CSJV will develop our plan to complement the related efforts undertaken by NJSEA. It will include at a minimum:

- Involving all stakeholders maintaining business in the Meadowlands Sports Complex as well as State and Local Authorities impacted by the work on State Route 120.
- Advance notification of crews mobilizing or advancing to a location to Owner's Representative.
- Close coordination with local police and emergency response personnel as required.
- Clear signage for detours (if required) and no parking zones.

7) Warranty

The Warranty program will be administered in accordance with the terms of the Contract.

3.4 WORK BY OWNER

1) Owner responsibilities include:

a) Furnish access to all privately owned parcels upon which the project is located. Assure reasonable rights of ingress and egress to and from the sites for DESIGN-BUILDER and its Subcontractors and Vendors sufficient for the performance of the work.

b) Other items as defined in Article 7 of the Design-Build Contract.

c) Designate OWNER's Representative, who shall act as a single point of contact for DESIGN-BUILDER with respect to the prosecution of work.

3.5 ENGINEERING DELIVERABLES

1) The defining project engineering deliverables list will be generated upon contract award, and maintained by Document Control and updated over the life of the Project. These includes, but is not limited to, items such as bridge superstructure design, foundation design, pile design, architectural finishes, etc.

3.6 BASELINE SCHEDULE

1) The baseline project schedule is included herein in **Envelope #2 – Section 7.iii**. The project schedule will be regularly updated and published monthly.

3.7 PAYMENT – SCHEDULE OF VALUES

1) The Schedule of Values will be included as Attachment C after project award. The Project Manager will monitor percent completion each month, and values will be included in the monthly payment requisition and documented in the Monthly Progress Report.

4.0 PROJECT DELIVERY (ENVELOPE #2 – SECTION 6.I.C, D, E, F, G & SECTION 6.I.3)

4.1 ORGANIZATIONAL STRUCTURE

1) Documentation provided in **Envelope #2 – 5.ii** provides specific insight into the roles / responsibilities.

4.2 PROJECT MANAGEMENT TEAM

1) In general, the Project shall be executed as shown below. The management of the Project will be led by the Project Manager with key support from the Engineering and Construction teams.

4.3 PROJECT ENGINEERING AND DESIGN

1) Engineering

All design and detailed engineering will be performed by AECOM. Attachment B contains AECOM's narrative around approach to the design process and regulatory approvals; this attachment specifically addresses 6.i.1 and 6.i.2 from the perspective of our design and regulatory professionals.

2) Design Changes

Design changes will be controlled in accordance with the QA Program and the applicable Implementing Procedures.

4.4 PROCUREMENT AND MATERIAL CONTROL

1) Procured Materials will be procured to meet the dates established in the Project Schedule. During the bid evaluation process, bidder submittal dates and equipment delivery schedules will be evaluated against this schedule and adjusted to satisfy the overall project schedule. After award, updates or variance from the vendor commitments will be addressed as part of the periodic project schedule reviews.

2) Procurement Tracking systems will be developed, consistent with the purchase order requirements to track the procurement process related activities to monitor all data required by the procurement specifications on a regular basis including the entire submittal review process, factory acceptance testing, delivery testing and closure.

3) All procurement practices will conform to CSJV's QA Program.

4) During all stages of procurement, DBE spending will be prioritized in order to help meet or exceed CSJV's DBE goals for the Project.

4.5 PROJECT CONTROLS

1) Project Controls functions will be managed by the Project Manager and the Project Engineer. Project Controls include Project Schedule, Document Control, Invoicing and internal budgeting, cost reporting, and forecasting. These functions will primarily be managed from the Home Office and are further outlined below and in the related portions of Sections 5 and 7.

2) The Scheduler with input from the project team will maintain the overall project schedule utilizing Primavera P6 software. The construction team will utilize this schedule and related information to monitor project progress and advise the Project Manager of any developments that have or could impact the progression of the work. During each phase of the project one or more of the following tools may be utilized in support of this effort.

a) Engineering Consultant progress reports, schedules, and deliverables

b) Vendor submittals, fabrication reports, and delivery schedules

c) Superintendent's three (3) week look ahead schedules

d) Subcontractor's overall and three (3) week look ahead schedules.

e) Schedule milestones obligations

f) Owner schedule milestones obligations

3) The Document Control function will report directly to the Project Manager. At times the responsibilities for this function may be shared among the Design-Build team members.

4) CSJV invoicing will be managed by the Project Manager with support from a Project Engineer.

5) CSJV's standard Project Cost Controls will be implemented for this project. These processes and controls include the following tools to monitor project payments, costs, and budget.

a) Monthly billing

b) Tracking timely payment of all invoices to Owner

c) Breakdown of the total project budget into the applicable cost codes

d) Proper cost coding of new commitments and monthly review of the committed costs

e) Monthly budget reports reflecting the progress of committed costs and the current forecast to complete as well as the cost incurred to date. Analysis includes identification of any trends or deviation from the budget and reviewed with the Project Manager.

f) Monitor project cash flow including routing, approval, and payment of vendor and subcontractor invoices. Providing a monthly cash flow forecast to the Owner or as often as required.

4.6 CHANGE CONTROL

1) During the life of the Project, changes may occur for a variety of reasons. These include but may not be limited to the following: Owner requested changes to the scope or schedule, delays or impacts by third parties, force majeure, and changes to Laws and Codes. All items which result in a revision to the contract terms, schedule, or amount will be formally documented and executed by CSJV and Owner through a Contract Amendment or VARIATION. Other changes which do not affect the Contract Price or Schedule and agreed to by the parties will be documented as a Contract Scope Clarification.

2) For potential Owner requested changes, a Potential Variation (PV) may be issued to CSJV. This document will outline the scope of the change under consideration and include instructions for the proposal response expected from CSJV. The PV is not a VARIATION or directive to make changes on the project. It is only a request for the DESIGN-BUILDER to prepare and submit an itemized quotation of changes in cost or schedule that would result from the proposed change. Any formal change that may result from such a proposal will be memorialized in one of the contractual instruments identified above in 5.5-1. A directive to proceed with a change prior to issuance of a change order will be made through the issuance of a Field Change Directive (FCD) that is signed by both parties.

3) Changes in the work that require an adjustment to the contract price or schedule that are documented via Contract Amendment or VARIATION will be implemented by CSJV upon receipt of a properly executed copy of the change documentation. In specific circumstances, if such documentation cannot be finalized in advance, then a written work change directive shall be issued by an authorized representative of the Owner.

4) All PV's, FCD's, Contract Amendments, VARIATIONS, and Contract Scope Clarifications will be given a unique identifying number. They will be tracked on a log which utilizes that number and provides a brief description of the item, the value (if applicable), date, and status.

5) Engineering and Design Changes

Engineering changes that develop during the project cycle will be incorporated into formal revisions as the project progresses and all drawings and specifications will clearly denote the revision number on the issued documents. Drawings will be clouded to reflect the current changes. During the construction phase changes may be documented through responses to RFI's and Engineering Change Notices (ECN's). Issues handled via these methods will be logged and included on subsequent drawing revisions or the final as-built drawings as applicable. The process for RFI's and ECN's are further outlined in CSJV's Implementing Procedures.

4.7 DOCUMENT CONTROL

1) General

a) Document Control function will be based at the project office.

2) Filing and Naming Format

a) All files will follow a standard naming format established at the start of the project.

3) Transmittal of Documents

a) All contract documents will be transmitted between the parties via CSJV's project control procedures. This includes but is not limited to Design Submissions, Reports, Invoices, Schedules, Drawings, Specifications, RFI's, Submittals, and Turn Over Package. Official documents will be submitted via hard copy originals when required by the Contract or requested by NJSEA. Informal communication via email will also be used when appropriate.

4) Document Lists

a) All drawings and specifications generated for the Project will be listed on a Master Document Register (MDR). The MDR will indicate the document number, revision, title, and issue date. It will clearly identify the current version of each document and will be continuously updated.

b) Individual logs will also be maintained for other types of project documents such as RFI's, Design Change Notices, Permits, and Quality Assurance documentation and change orders.

5) Requests for Information

a) Requests for information, clarifications, or changes to project documents are submitted via the RFI process. Internal requests are numbered, logged, and routed through Procore.

b) RFI's between CSJV and the Owner will include those that may require information from or to the Owner's team and will be submitted through CSJV's platform.

c) RFI's within CSJV's team will be handled in accordance with the applicable Implementing Procedure.

4.8 INVOICING PROCEDURE

1) Invoicing of the Schedule of Values will be done on a monthly basis. The invoice will reflect the percent complete which has been achieved during the month and include supporting documentation demonstrating they have been met.

2) CSJV's invoice will follow the sample included in AIA G702 & G703 and include any additional forms and supporting documentation required by NJSEA.

3) A pencil copy of the invoice and supporting documentation will be submitted to the Owner's Representative for review and concurrence prior to issuing the formal invoice.

4.9 SITE MANAGEMENT

The day-to-day management of all construction activity at the job site will be under the control and responsibility of the Superintendent. In general, the work will be accomplished by qualified crews of CSJV and subcontractors engaged by CSJV. In addition to the Construction Superintendent, CSJV's site management team will include the Safety Superintendents, and one or more Project Engineers to manage daily construction activities and interface with the subcontractor's supervision. The QA/QC representative will manage all testing and inspection efforts. The Superintendent will also interface with Owner, Subconsultant inspection, and testing personnel as well as the local permitting officials. The site management team will ensure that the work progresses in accordance with the plans and specifications in a timely manner with an emphasis on safety and quality.

1) **Construction Administration**

a) Construction administration activities to be managed at the site will include but are not limited to:

- Establishing field office and temporary yards to house the staff, materials, and equipment needed for the execution of the project.
- Implementing job site document control procedures.
- Interfacing with the Project Engineers, Vendors, and the Equipment Division to coordinate material and equipment deliveries to support the overall Project Schedule.
- Monitoring and enforcing the implementation of all safety, environmental and quality control Policies and Procedures.
- Monitor status of all submittals, RFI's, QA/QC results, any Safety deficiencies and subcontractor change order requests and claims.
- Identifying which Submittals and RFI's can be addressed at the field level or need to be referred to Engineering for review and response.
- Tracking the status of all permits to insure they are in issued in a time frame necessary to support the project schedule.
- Arranging for 3rd party inspection services.

2) **Field Supervision**

a) Field Supervision activities at the site will include but are not limited to:

- Daily interface with all CSJV Foremen and subcontractor craft supervisors on safety, cleanliness, schedule, and quality of work issues.
- Supervising the day-to-day construction efforts of all CSJV trades people and subcontractors.
- Ensuring that the necessary construction equipment, tools, and consumables are purchased and available.
- Producing daily reports summarizing work progress, weather conditions (and impacts if applicable), inspections, and notable events.
- Identifying any technical, quality, or coordination issues that develop in the field to the Project Manager.

3) **Scheduling**

a) Scheduling related activities to be managed at the site include but are not limited to:

- Monitoring of planned and completed work in relation to the project schedule and the CSJV crews and subcontractor's individual schedule obligations. Includes establishing and tracking of work schedules on the look-ahead.
- Producing weekly updates to the coordinated look ahead schedule with input from subcontractors.

- Arranging for inspections by 3rd Party inspection firms and the local building official(s) having jurisdiction for the project.
- Monitoring schedule of all CSJV Procured Equipment and Materials based on updates from the Vendors and integrating some into the project and look ahead schedules.

4) **Document Control**

a) Document Control activities to be managed at the site office and coordinated with the project team include but are not limited to:

- Maintenance and control of all engineering documents and specifications, whether issued by engineering, vendors, subcontractors, etc.
- Routing and obtaining disposition/approval of Submittals and RFI's.
- Process and log all Design Change Notices and Drawing or Specification revisions for the project and transmit same to site management team and subcontractors.
- Maintaining redline as-built drawings for all deviations from the IFC drawings.

4.10 CONSTRUCTION ACTIVITIES

1) **Mobilization/Demobilization**

a) A detailed mobilization and demobilization plan will be developed following the Notice To Proceed. It is anticipated however that the field office will be established soon after and the yards will be set up roughly one month prior to the start of construction and receipt of materials will begin thereafter.

b) Crews will mobilize for various scopes of work throughout the project and demobilize upon completion of each scope (i.e. bridge erection, building envelope, etc.)

2) **Preconstruction Survey and Vibration Monitoring**

a) Prior to the start of construction, existing conditions will be documented with photographs and video. In areas where vibration generating activities will occur, formal third-party surveys will be performed and vibration monitoring equipment will be installed to monitor actual vibrations and alert the field team if allowable thresholds are being exceeded. Vibration records and the preconstruction surveys will be retained in the event there are any claims of damages caused to personal property.

3) **Construction Methods**

a) An overview of construction methods for key aspects of the SCOPE are included in Attachment A. This attachment provides the narrative regarding the specific construction activities to complete the work (**Envelope #2 – Section 6.i.3**)

4) **Logistics Planning**

a) Given the volume of work, the critical nature of the completion date as well as the ongoing events at the Meadowlands Sports Complex throughout the duration of the project, logistics planning will be of the upmost importance. A Site Logistics Plan will be provided that shows all temporary construction fencing types and locations, primary work zones (A, B and C) as well as all Laydown and Staging Areas. Additionally, lane closure and parking plans will be included.

ATTACHMENT A
CONSTRUCTION NARRATIVE

Maintenance & Protection of Traffic

Creamer Sanzari is committed to executing a Work Zone Traffic Control (WZTC) program that provides safe and efficient movement of people, goods, and services around the project site. The pedestrian bridge between Stadium and Parking Garage is heavily trafficked during games and events and will be effectively maintained to ensure minimal impact to pedestrians and visitors. Therefore, special attention has been paid to the nature of staging and allowable work zones.

Creamer Sanzari will procure all traffic control equipment and material needed for the initial traffic configurations and store material in the lay down area provided at the existing pedestrian bridge. Additionally, the Creamer Sanzari DB team will install temporary construction barrier on NB/SB Route 120 as well as W. Peripheral road to establish work zones and safety from vehicular traffic. The temporary construction barrier will not impede existing pedestrian traffic. Prior to work commencement, advanced warning construction signs will be installed along Route 120 and W. Peripheral roads (signs will be covered until the new traffic setup is active) and necessary lane markings will be removed. When the time comes to alter the traffic lanes, such as for the erection of the Pedestrian Bridge over Route 120 the roadway will be temporarily detoured in both directions during non-peak hours to have the least impact to vehicular traffic. Creamer Sanzari intends to perform as much work as possible from behind the concrete barriers during normal working hours and avoid impact to motorists and pedestrians near our work zone.

Aside from the vehicular roadways above, the existing pedestrian bridge access will be maintained at all times with exception to periodic shut downs during non-peak hours to allow for ramp roof removal and steel framing installation over the existing ramp. The creamer Sanzari DB team will work closely with the client to identify when the work can occur which will have the least impact on pedestrians and visitors.

Staging & Laydown

Creamer Sanzari intends to perform the majority of work within the fencing of the primary work zones A, B, C as shown in Book 4, Appendix C. Additionally, The Creamer Sanzari team also intends to work with the client closely to use Parking Lot D and Parking Lot B as shown in Book 4, Appendix D. Parking Lot D will be used for assembly and launching the Pedestrian Bridge using heavy haul or SPMT (self propelled modular transporter) from parking lot to Route 120. Utilizing parking lot D to assemble the bridge without impact from vehicular traffic and allowing optional prefabrication of the bridge will expedite the steel assembly and erection process therefore overall reducing the need for this laydown area. In doing so we will fence in Parking Lot D to prevent protect the public from entering a work zone and after performing our work we will refinish the parking lot surface. Parking Lot D is not expected to be needed for the entire duration of the construction. Parking Lot B will be used for both client and DB construction office trailers to allow seamless communication. Creamer Sanzari DB team will work closely with client to minimize impact to parking lot spaces.

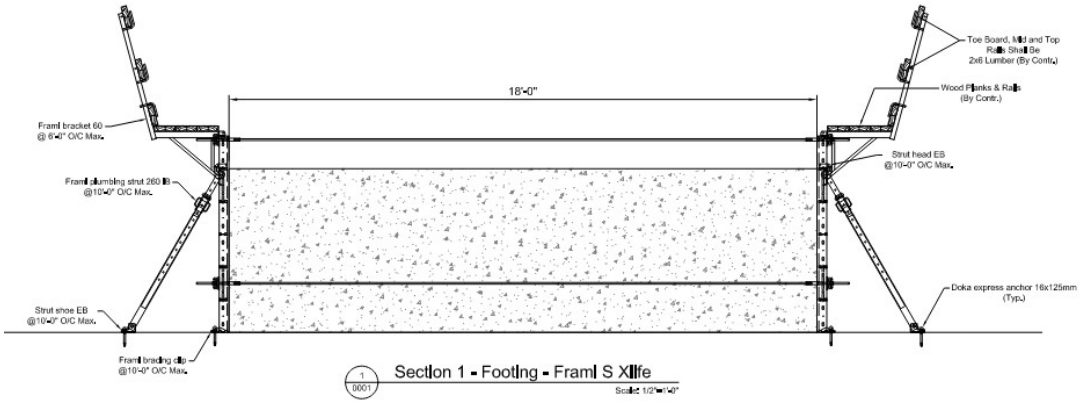
Utility Relocation

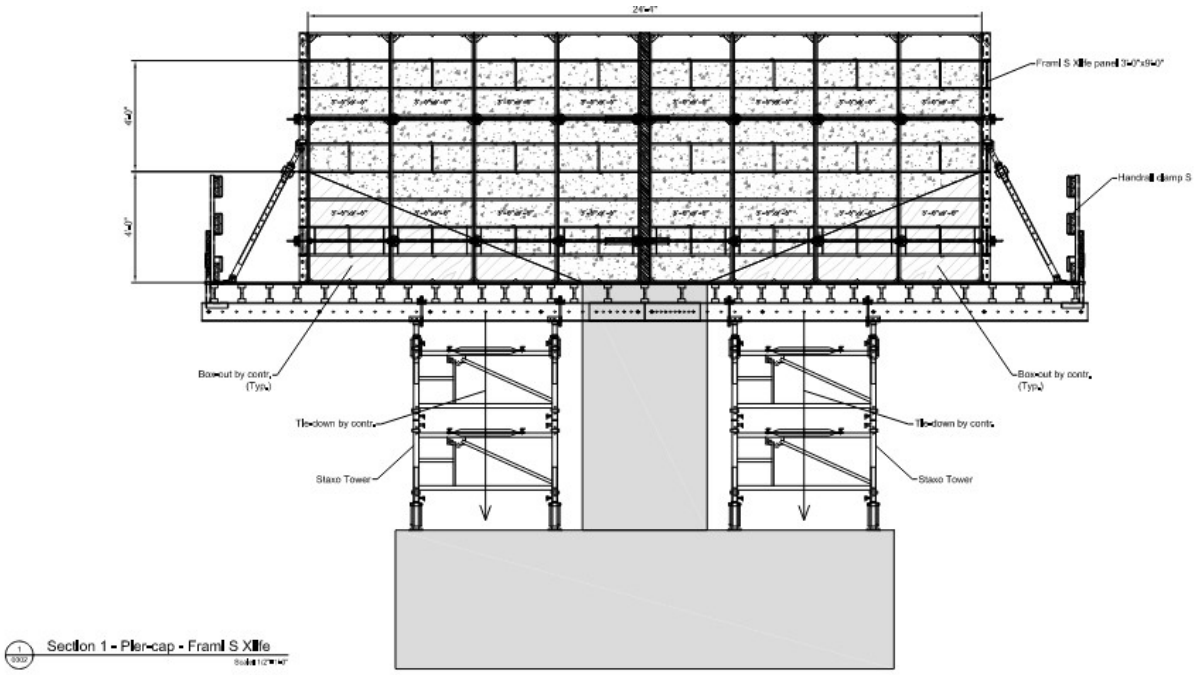
It will be crucial to complete the relocation of existing utilities such as electrical and communication lines near the parking garage and other areas of the job prior to performing the foundation work. To that end, Creamer Sanzari will perform the needs for this project contacting utility mark out companies as well to coordinate with the owners of the utility concerning the relocations. We are aware of the need for such coordination and have accounted for this in our project schedule. Creamer Sanzari will perform test pits at areas where exaction will be performed such as at the parking garage and at the parking lots within the designated work zones. The test

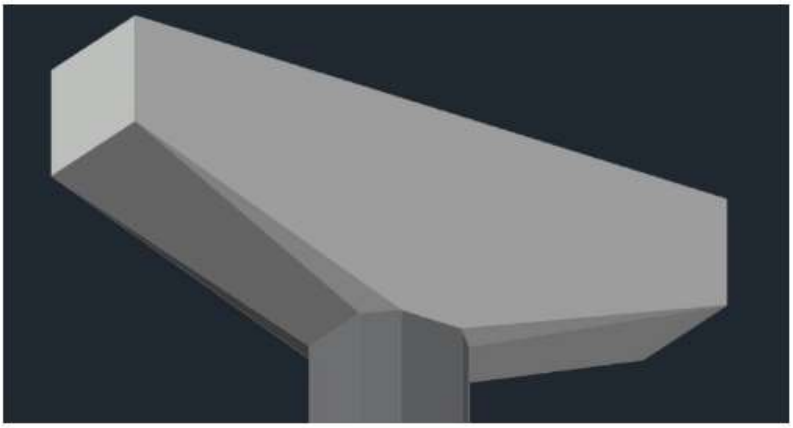
pits will ensure the location of existing utilities to prevent damage during construction and additionally prevent unnecessary unplanned outages or damage.

Foundations & Support of Excavation

The foundations for the pedestrian bridge piers, platform footings, and abutment will be comprised of a combination of driven batter pipe pile, plumb pile and drilled shafts with concrete pile caps. The creamer Sanzari DB team will perform the work efficiently utilizing specialized pile driving rigs which the team owns and will dedicate to the project. The DB team has extensive self-perform experience with pile driving of this size, batter, and depth. The DB team intends to drive the piles from existing grade to allow unimpeded access with the specialized driving rig. After installation of the driven piles, including rebar cage and concrete filling, the footing locations will be excavated. The DB team recognizes the need to install support of excavation (SOE) along NB/SB Route 120 and W. Peripheral road due to excavation depths and proximity to roadway. The team will engineer required SOE per each location and effectively install and restore the area after removal. The footings formed using modular form systems as well as the hammer head pier. Once the footings are poured the DB team will construct the pier caps utilizing a forming system to promote efficiency and quality product. The DB team has extensive experience building similar piers and working closely with form system suppliers.







The ramp foundations present different challenges which the DB team has overcome utilizing a singular 24" diameter drilled shaft per location bearing on competent rock in lieu of 3 each end bearing 60 ton piles. The challenges the team will encounter are due to uplift demands of the proposed new canopy structure and subsequently poor soil conditions. Risks of the original system include proximity of pile driving to the existing MSE ramp wall, predrilling to minimize vibrations which causes loss of soil skin friction capacity, and overall impact vibrations which could jeopardize the stability of the existing MSE wall. The DB team mitigated all the above risks by adjusting the alignment and utilizing drilled shafts which are drilled into place therefore reducing vibrations all while delivering the necessary uplift capacity. The DB team owns the equipment necessary and personnel with experience installing drilled shafts of similar size and depth. Because the work will be performed by the team we have overall control of the schedule to install all foundations and subsequent concrete work. We will utilize prefabricated rebar cages for the drilled shaft which supports our effort to deliver quality product on time.

On the south side of the existing ramp MSE wall the DB team will remove the existing sidewalk and replace in kind. This approach will have a superior aesthetic uniform finish versus the select demo of portions of sidewalk to allow foundation installation with patch work concrete around new footings. The removal of the existing sidewalk allows the drill rig to perform the drilled shaft work without concern of damaging the existing hardscape as well impact production. The newly constructed sidewalk is a betterment and will meet or exceed the existing

Pedestrian Bridge, Platform, and Ramp Structure

The Creamer Sanzari DB team has identified the structural steel as the critical path in achieving the schedule due to its long lead time for procurement, fabrication, assembly, and erection. Following erection of steel then allows for installation of follow on scopes such as architectural, electrical, communications and fireproofing. Due to the criticality of the structural steel scope the design build team has taken extensive measures to evaluate multiple options in terms of fabrication, assembly and installation. We had multiple meetings with potential steel fabricators and installers both to discuss the details of the job, brainstorm prefabrication opportunities, delivery methods, and expediting the overall procurement, fabrication and delivery of the structural steel. The DB team will utilize an experienced fabrication facility who can meet the tight schedule time lines and quality requirements in addition having past experience manufacturing similar structures.

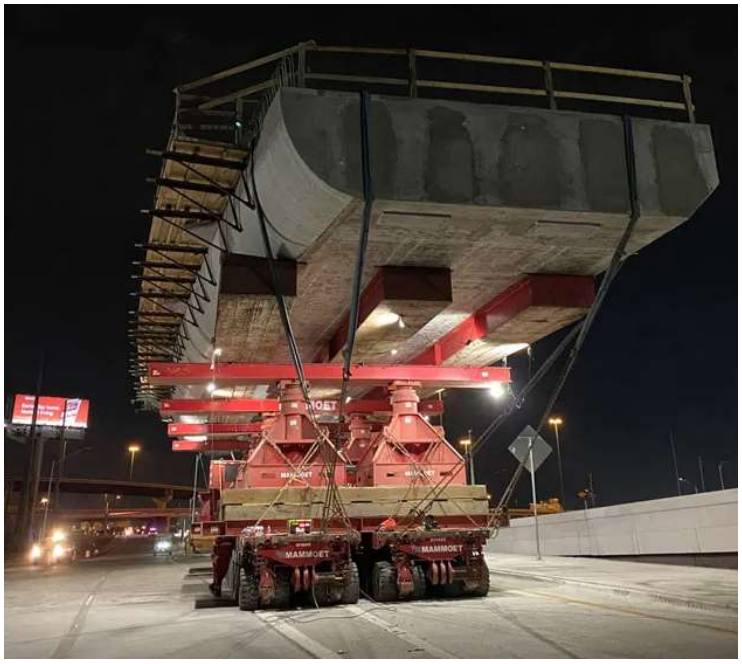
As a result of the above measures taken to identify manufacturers and installers the DB team intends to utilize Parking Lot D to stage, and assemble the pedestrian bridge as well as the platform as complete segments which will span from pier to pier. After assembly the segments are transported to the point of erection versus stick building the structure over the various roadways and parking lot. The pedestrian bridge will be assembled on dunnage in Parking Lot D and prepped for singular crane picks over Route 120 and W. Peripheral Rd. Utilizing heavy haul trailers or SPMT's (self propelled modular transporter) the DB Team is able to transport the bridge sections from Parking Lot D where assembled and erect the pedestrian bridge over Route 120 in a single night then repeat the process for the remaining bridge segments. Because the bridge is assembled on the ground in Parking Lot D the overall job duration and duration occupying Parking Lot D is reduced simply due to the efficiency in assembling on the ground in lieu of assembly while elevated using manlifts and working from heights. Assembling the pedestrian bridge in the Parking Lot D also reduces impacts to traffic at Route 120. This process was selected in lieu of erecting the bridge from ground over Route 120 and W. Peripheral road which would extend schedule and potentially jeopardize date which the bridge must be delivered.

After erecting the bridge over Route 120 and W. Peripheral road safe span shielding or similar will be installed under the bridge for safety measures protecting vehicular traffic underneath during follow on construction activities as well as provide access. After installing the pedestrian bridge and platform framing the steel pans will be installed to allow pouring the concrete deck. Once concrete deck is complete follow on architectural finishes will be installed encapsulating the bridge seamlessly.

The Ramp portion of Structural steel will be erected in traditional stick built manner over the new and existing ramp unlike the pedestrian bridge and platform which will be assembled prior to erecting. The material will be handled at the location of erection to the greatest extent possible with some of the material organized in Parking Lot D due to the overall volume weight of material to be installed. During erection of the columns and roof beams over the existing ramp the DB team will work closely with client to ensure the ramp can be closed at low peak hours to mitigate impact to pedestrians and visitors. Similar to the pedestrian bridge and platform structure, once the framing is installed steel pans will be placed to allow pouring the concrete deck. Then architectural components are installed providing a roofing and siding structure for the game goers and visitors.

The following pictures illustrate similar applications of transporting preassembled pedestrian bridges in the past for different project:

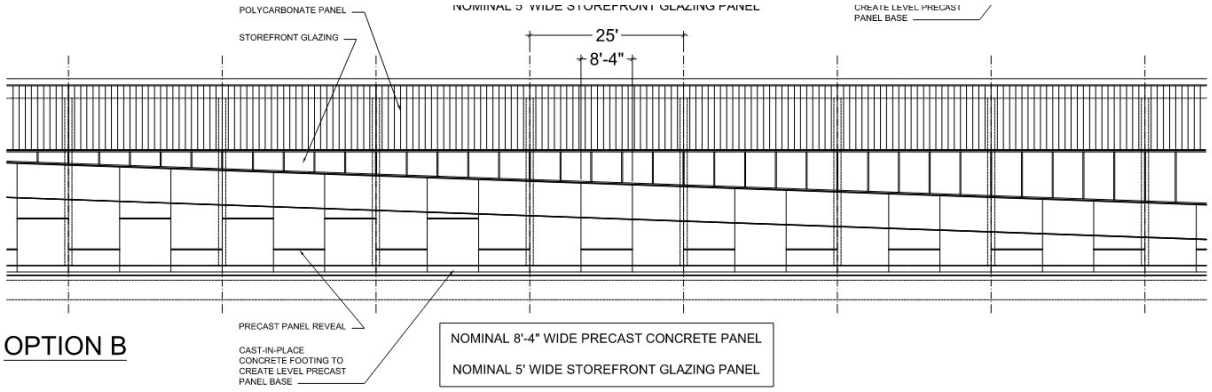


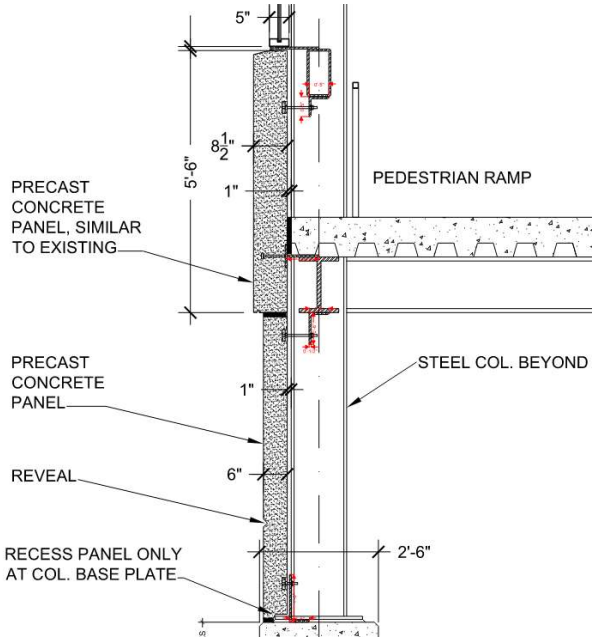


Precast

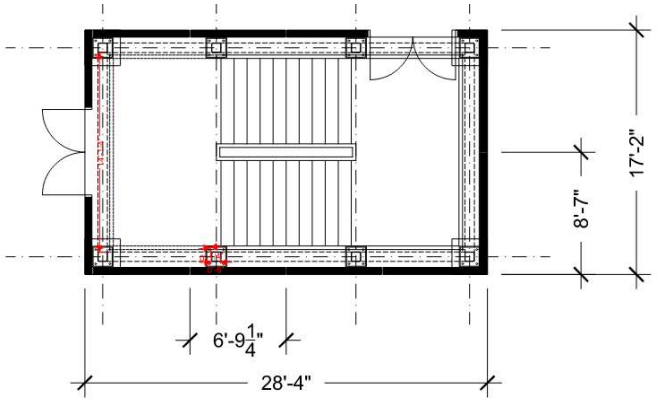
Exterior appearance of the ramp will be comprised of precast panels and coping to have the appearance of a retaining wall similar to the existing MSE wall. The DB Team worked closely with experienced precast panel manufacturers to identify the panel width which best represents aesthetic appearance, provides economical

means for shipping, aligns with steel columns spacing, and reduced number of pieces to be handled and installed thus improving schedule. The precast panels will be secured by utilizing the new steel ramp framing.





Concerning the stair wells, we added an internal steel tube structure to support the 1hr fire rated precast panels. The steel framing adds support for the precast panels as well the internal components of the stair well which include stairs and handrail.



STAIR TOWER WITH
STEEL TUBE STRUCTURE

Architectural

The architectural components will be installed following the erection of structural steel and pouring the concrete deck. Similar, to the steel components, Parking Lot D will be utilized for initial staging of the architectural façade, roof components, and various other specialty panels. The usage of Parking Lot D will not require the entire lot; this is reflected as "partial use" on the Project Schedule.

The DB team will support the subcontractors with maintenance and protection of traffic on Route 120 and W. Peripheral road to allow erecting the roof and panels over roadway at night while minimizing the impact to traffic. Work over the roadway will likely be performed during the night shift; work not located over roadways will be completed during normal working hours.

The erection of standing seam panels will be hoisted and slid / nested into place in a sequential left-to-right fashion for each section of the bridge enclosure. The panels are then seamed in the field with a mechanical seamer.

Electrical

All electrical work will be installed as per the detailed design, per the Customer Requirements, and in accordance with the National Electrical Code. All electrical work will be installed with IBEW Local 164 Union Electricians and in accordance with the contractual prevailing wages.

Schedule and Staging:
The electrical work will be completed with the contractual milestones and completion dates in accordance with the detailed project CPM Schedule. In general, the Electrical Work is considered finishing work and will occur in conjunction with the Architectural work. However, any electrical devices, supports, or conduits that are specified to be concealed or embedded, will be planned for, and will be coordinated with the general construction in advance.

Lighting and Controls
Lighting Fixtures and required Lighting Control will be procured and supplied via a single manufacturer's representative and vendor to ensure compatibility and contract compliance. The Lighting Control manufacturer will supply Startup Services as required, as well as Technical Support during the installation.

System documentation and Training will be provided per the contract requirements.

Specialty 2nd Tier Subcontractors

Specialty 2nd Tier Subcontractors that are required include a Lighting Protection Subcontractor, Fire Alarm Vendor, and a CCTV / Public Announcement Technology Integrator. A Lighting Protection Subcontractor will used to install the installation to UL96A and NFPA 780 Standards, as well as provide the LPI System Certification. There 2nd tier subcontractors will be selected during the procurement phase after award. Fire Alarm Subcontractor will provide and commission the system to NFPA 72, as well as provide the necessary commissioning and testing to ensure compliance with the appropriate guidelines and standards including the NJ Uniform Construction Code, National, State, and local code provisions as applicable, an as enforced by the authority having jurisdiction. A CCTV and Public Announcement Technology Consultant will be used to provide the "parts and smarts" to ensure that the system will be furnished and installed per the customer requirements and can be seamlessly integrated into the NJSEA's back end existing systems.

ATTACHMENT B
ADDITIONAL DESIGN & REGULATORY NARRATIVE

Environmental Documentation and Permitting Summary

NEPA

As the project is using federal funds, it is subject to the National Environmental Policy Act (NEPA) as per 23 CFR 771.117 FHWA Categorical Exclusions. Under 23 CFR 771.117(c)(3), the "construction of bicycle and pedestrian lanes, paths, and facilities" meet the criteria for Categorical Exclusions in the Council on Environmental Quality regulations at 40 CFR 1508.4 and normally do not require any further NEPA approvals by the FHWA. As such, this proposed project is regulated under a Categorical Exclusion and requires no further NEPA approval.

NJDEP Flood Hazard Area Permit

The proposed project area was formerly located within the 500-year floodplain as determined by the FEMA Preliminary Flood Insurance Rate Map (FIRM) (Panel #34003C0262J) dated August 29, 2014. However, the FEMA maps for this area have since been updated and now the proposed pedestrian bridge facility will be located over, and whose proposed piers and staircases will be located within, portions of the 100-year floodplain (Zone AE, elevation 8') as determined by the FEMA Flood Insurance Rate Map (FIRM) (Panel #34003C0262H) dated August 28, 2019. As there are no NJDEP Flood Hazard Area (FHA) Permits-By-Rule, General Permits-By-Certification or General Permits available for this proposed construction of a pedestrian bridge structure within or over a 100-year floodplain that is greater than 10' in width, an Individual FHA Permit may be required. The team will expedite coordination with the NJDEP Division of Land Resource Protection and submit an FHA Applicability Determination as soon as possible upon Notice to Proceed in an effort to obtain agreement from the NJDEP on the type of FHA permit that may be required for this project, if any.

Bergen County Soil Conservation District Certification

As the proposed project will impact at least approximately 5,000 square feet of land disturbance, a Soil Erosion and Sediment Control Plan Certification will be required from the Bergen County Soil Conservation District. Should greater than 1 acre of land be disturbed, an associated NJDEP NJPDES Stormwater Construction Activity General Permit (5G3) will also be required and obtained.

Contamination Concerns Summary

A Pre-Design Environmental Assessment (PDEA) dated September 18, 2024 was conducted by Langan Engineering and Environmental Services, LLC. Detailed findings of the assessment are presented in Section III of the *Project Manual, Book 3 of 4, Design-Build Bridging Documents & Pre-Design Technical Information (November 1, 2024)*.

The Meadowlands Sports Complex is subject to environmental restrictions (i.e., NJDEP Remedial Action Permits, deed notices, and groundwater classification exception areas) related to prior soil and groundwater contamination and associated remediation projects. The Route 120 Pedestrian Bridge Project will need to comply with all applicable NJDEP notification, documentation, and reporting requirements. A Remedial Action Work Plan and environmental specification detailing the environmental requirements of the project will be prepared and included in the Contract Documents.

In summary, the upper 8 to 10 feet of soil in the project area consists of "historic fill material" containing various contaminants (volatile organic compounds [VOCs], semi-volatile organic

compounds [SVOCs], metals, PCBs, petroleum hydrocarbons and pesticides) at concentrations above the NJ Soil Remediation Standards. Appropriate health and safety measures will be needed for personnel who may come into contact with the soil during the work. Excavated soil that is not reused as backfill will need to be recycled or disposed of at a facility permitted to accept such material in accordance with state and federal environmental regulations. A secure stockpile area is to be established, ideally on a paved surface, and erosion control measures (tarping, hay bales, silt fence, etc.) are to be used to prevent uncontrolled transport of the material via stormwater or wind. The PDEA data indicate that excavated fill material and soil would be environmentally suitable for reuse on-site as backfill. Material that is not reused on-site should be transported to an off-site recycling/disposal facility permitted to accept such materials. The PDEA data suggest that the material would be classified as petroleum-contaminated, non-hazardous waste for disposal purposes, although additional waste characterization sampling will be needed to obtain final recycling/disposal facility acceptance. Debris may need to be removed from the excavated material prior to disposal, depending on the selected recycling/disposal facility's acceptance criteria.

Shallow groundwater in the project area contains historic fill-related contaminants, including VOCs and SVOCs, above New Jersey Groundwater Quality Standards (GWQS). Groundwater quality in the project area has been impacted by the historic fill material. If temporary excavation dewatering is required during construction, the dewatering effluent should be managed in one or more of the following manners: infiltration on-site, disposal off-site at a treatment plant, or discharged to surface water via NJDEP permit. Discharge to the site's sanitary sewer system is not considered feasible. Estimated dewatering flow rates and durations will be needed to determine the most appropriate option for managing any dewatering effluent. Permitting and approvals for the options listed above will require approximately four weeks for NJDEP approval to discharge to an off-site treatment plant, six weeks for NJDEP approval to discharge to on-site seepage pits/trenches, and four to five months for NJDEP approval to discharge to surface water.

Cultural Resources Summary

As the project is using federal funds, it must comply with Section 106 of the National Historic Preservation Act of 1966. AECOM will prepare a letter to notify the New Jersey Historic Preservation Office (NJHPO) of the project to initiate consultation under Section 106 of the National Historic Preservation Act of 1966 and provide a summary of the proposed methodologies for the archaeological and architectural studies.

Desktop research will be conducted on the NJDEP's Cultural Resources GIS (CRGIS) online viewer LUCY, by an AECOM cultural resource professional. The database search will include historic properties or districts that have been listed in or determined to be eligible for listing in the National Register of Historic Places (NRHP), as well as recorded archaeological sites and areas in the vicinity of the project that have been previously identified. Information from the CRGIS review, a project description, and a map of the project area and recommended methodologies for archaeological and historic architectural studies will be incorporated into a summary document that will be prepared by AECOM and submitted to NJHPO for the purpose of initiating consultation for this undertaking.

The letter will be submitted to the client for review and approval prior to being submitted to NJHPO for a 30-day review and comment period. This task allows time for the lead archaeologist and architectural historian to participate in one, one-hour call with project reviewers at NJHPO to discuss the particulars of the recommended studies.

AECOM DESIGN APPROACH

6.i.1.d. All design and detailed engineering will be performed by AECOM. AECOM will manage and coordinate the design with weekly progress meetings with AECOM's Design Manager and Discipline Leads. Items on the agenda, tracked with meeting minutes and an excel spreadsheet tracker, include overall schedule and specific milestones towards deliverable dates, overall design and contract drawing progress from each discipline, and specific items needed by one discipline (for example, Structures) from another discipline to complete their specific task (Geotechnical, soil borings and material testing) so the structural discipline can complete their foundation design. An Excel Gannt Chart will be used to track progress to identify critical path items to keep the accelerated design schedule on-track.

AECOM will manage and coordinate design quality control with a project specific Quality Management Plan (QMP) supplemented with standard company procedures dictated by their ISO 9001 quality certification. Procedures will include using design task protocols that specify design criteria for each specific discipline/element, independent checkers for all contract documents, including design calculations and contract drawings, and mandatory quality control discipline and inter-discipline reviews prior to every milestone delivery date. Prior to all milestone deliverables, Technical Quality Release Reviews (TQRR) that require thorough review and signatures from each discipline lead, lead verifier, and project manager will be completed during a 2-week quality control review period.

AECOM will manage and coordinate design reviews in accordance with the project specific QMP and standard company procedures dictated by their ISO 9001 quality certifications, including design calculation and contract drawing review checklists, an independent check on each disciplines design calculation, contract drawing sheet, supplemental specifications and construction quantities. Independent peer review will also be provided for complex design calculations and intricate details included on the contract drawings.

6.i.1.e. AECOM will use an excel spreadsheet as a means of reporting on the design progress, by discipline, which includes the status of each design calculations (done/checked) and the progress of each specific contract drawing sheet, each listed with percentage complete and names of the individual checker responsible for each design calculation and contract drawing sheet. Revisions to previously completed drawings and design calculations, if required, will be formally documented, reviewed, and included in the excel. Weekly progress drawings will be plotted for all disciplines sheets to track percentage complete towards milestone deliverable dates (75%, 90% and 100% complete). AECOM will use Bluebeam Studio as a means of performing and tracking quality control reviews and the resolution of comments on the design for both discipline specific and interdisciplinary reviews. Comments and responses will be included and documented on each contract drawing in Bluebeam, tracked with the name associated with each comment and response. Prior to each milestone submission, ISO 9001-required sign-offs will be recorded on the Technical Quality Release Record (TQRR) to assure that all comments have been addressed and the appropriate change have been made to the specific contract drawing, including affected sheets from other disciplines. Comment Resolution Summary (CRS) in an Excel spreadsheet will be used as a means to track and resolve comments received from the Owner and stakeholders. Design nonconformance issues will be resolved by committee, brainstorming from both design and contractor's side (AECOM and CSJV) to determine the best course of action to conform to the intended design while maintaining schedule. Early detention and classification of either "critical" versus "non-critical" design nonconformance are essential and typically allows multiple options and alternatives to correct the deficiency.

6.i.1.f. For the coordination between the design effort and construction activities and construction means and methods for the Project, each of AECOM's specific discipline leads will be responsible for the review of their own discipline's shop drawing and responses to construction Request for Information (RFIs). For example, the Bridge Discipline Lead and their design team will be responsible for the review of the structural steel shop drawing during the construction phase since no one knows the intricate details of the structural steel design better than those who actually prepared the design calculations and contract drawings.

6.i.1.g. Regarding methods to control the design progression for the overall Project to support the construction schedule, AECOM has and continues to work with CSJV to identify the critical path and the associated long lead-time items that will ultimately control the overall construction schedule. Long lead-time items include prefabricated structural steel trusses, pile foundations, translucent architectural panels, fire shutters and precast concrete panels. AECOM will prioritize the completion of the design calculations and contract drawings for each specific discipline's critical path item to assure the construction schedule stays on-track. For example, structural design has broken down the project into three (3) main areas of concentration: Priority #1 – Pedestrian Bridge; Priority #2 – Platform and Priority #3 – Ramp Structure. AECOM's critical path for design will also take into consideration the CSJV's construction sequencing and installation schedule in addition to items with significant lead times, prioritizing items in the order by which they will be installed by CSJV.

6.i.2. Regulatory Approval Approach to planning and obtaining all required regulatory approvals

Our AECOM Team will expedite pre-application conferences with environmental regulatory agencies, including the New Jersey Department of Environmental Protection (NJDEP) and the Bergen County Soil Conservation District (BCSCD), as soon as possible upon NTP to ascertain the required environmental approvals that are needed for project construction. We will then expedite preparation of any required permit applications for environmental approvals in coordination with the design engineers to develop permit plans and application reports to satisfy environmental regulations, as applicable, in a timely manner. If required, a Soil Erosion and Sediment Control (SESC) Certification from the BCSCD would take approximately 30 days for SESC Certification review and approval; therefore, this application would be submitted to BCSCD by June 18, 2025 to have BCSCD approval estimated by July 18, 2025 (for example). If required, a Flood Hazard Area Individual Permit (FHAIP) from the NJDEP would take approximately 120 days for NJDEP review and approval; therefore, this application would be submitted to NJDEP by April 18, 2025 to have FHAIP approval estimated by August 18, 2025 (for example).

The scope of work associated with constructing the Pedestrian Bridge over Route 120 will not require construction or aerial easements from NJDOT. Instead, a Highway Occupancy Permit (HOP) will cover the work and continued use of the airspace. All correspondence and documents, including the HOP form MT-120A, will be submitted through the Department's E-Permitting system. The application will include the applicant's name, mailing address, e-mail address, and telephone number; the name of the entity on whose behalf the applicant makes the application; the type of permit for which the applicant makes the application; the State highway number, municipality, county, exact location, direction, and milepost as a reference point. A description of the project will also be included. The complete plan set, including traffic control plans and permit fees, will be submitted along with the project description.

After the E-Permit submission, the NJDOT Operations Permit Office will determine if permits are necessary and confirm that the applicant has applied for the proper permits. After receiving the permits authorizing the Pedestrian Bridge activity over Route 120, on behalf of NJSEA we will

submit the signed proposed permit along with the fees. Once the signed proposed permit and fee are received, the Department will execute the permit, granting NJSEA the right to proceed with the activity under the specified terms and conditions. We will notify the NJDOT Operations Permit Office at least 72 hours before starting construction activities and will send a letter to the East Rutherford municipal clerk at least one week before starting construction.

ATTACHMENT C
SCHEDULE OF VALUES (Future)

1.0 SCHEDULE NARRATIVE

1.1 DESIGN

1) Design will be approached with multiple design teams under the direction of the AECOM Design Project Manager. Design specialties covered are: Structural, Geotechnical, Electrical, Environmental, Architectural and Highway.

2) Each design team will begin work on initial design upon NTP and issuance of agreement.

3) Given the large amount of work, and criticality to the schedule, the Structural design will be completed by two design teams. The Superstructure design will be started by the first team, and simultaneously, the Substructure and Foundations will be started by the second.

4) A similar narrative is true for the Architectural work; Pedestrian Bridge architectural finishes will be started by one team in conjunction with the design of the Fire Safety and Stair 2 / American Dream Garage by the other.

5) The other design specialties should be single-team efforts, and their designs completed in a linear fashion.

6) As our vendors and subcontractors will be selected shortly after award of the contract, we will involve each of them in the design process with AECOM. Input from these subject matter experts will be taken into consideration during the design phase, thus reducing the shop drawing submission / approval process, shortening our overall schedule.

1.2 REGULATORY

1) AECOM and Creamer-Sanzari will work in conjunction with one another to ensure all permits are identified and paperwork / applications are submitted with complete and timely information. This will occur at the outset of the project.

2) Some permits may not be able to be applied for until design has progressed to a certain point, but there are no concerns regarding schedule for these items.

3) Ensuring the environmental permits are in hand prior to mobilization is one of the main focuses for the Regulatory team.

1.3 CONSTRUCTION

1) Mobilization of CSJV crews will commence once the required permits are in place as well as the procurement of certain items has been completed. Initial mobilization will focus on site preparation, MPT barrier installation, erosion / sediment control and selective demolition.

2) Pile driving and drilled shaft installation would take place following the initial site work. Given that Creamer-Sanzari is self-performing this work, we will be able to maintain tight controls on availability of equipment and labor force for this scope of work; if work is available early, we will be able to take advantage of the opportunity.

3) Steel assembly and erection will take place as described in the Construction Narrative (Envelope #2 – Section 6.i – Attachment A). We believe our approach to the expansion of the utilized area in Parking Lot D (as discussed in our Confidential Meeting) has provided our team with time-savings in terms of overall duration impacting on this space as well as a reduction in the erection time.

4) The architectural finishes and electric work interior to the pedestrian bridge are slated to begin as the concrete decking is being completed on the bridge structure and ramp. This work will require occasional lane closures as some of the work will occur over Route 120. Much of this

work can be completed in conjunction with other ongoing work, and is shown as lagging operations to previous schedule items.

5) The schedule indicates that as-built information will be provided at the end of the project. While this is true, the content of these as-built reports will be produced along with the completion of each phase of work, thus reducing the apparent duration on the project schedule.

1.4 FAST-TRACK OPPORTUNITIES

1) Although not anticipated to be needed, there may be an opportunity to fast-track some of the design work by adding another design team; this is still under consideration and will continue to be examined from now until NTP. One of the benefits of having AECOM on our team as the design engineer is that they are one of the largest designers in the country, with a large stable of resources; this has not been overlooked during our selection process and will likely play a key role in fast-tracking our schedule.

2) Creamer-Sanzari is utilizing LeJeune Steel as its steel supplier (Minnesota-based company, owned by the same parent company as J. Fletcher Creamer & Son, Inc. – APi Group, Inc.). LeJeune has experience in providing steel for large projects (such as the Minnesota Vikings Stadium), and recently upgraded their production facilities to be one of the most advanced in the United States. As they are a sister company to our team, our ability to control / prioritize steel production present an opportunity to improve an already well-conceived procurement plan.

3) Having the bridge structure built pre-assembled is something that CSJV has already included in our schedule, however, if it is possible to increase the amount of the structure that is pre-assembled, this would represent an opportunity to reduce installation time.

4) Currently, our schedule indicates that the Architectural work lags behind the structural and decking work by a certain amount; we are examining if this could be tightened by protecting portions of the work to allow concurrent progress.

5) Our project schedule currently shows the pipe piles being installed successively. Creamer-Sanzari owns multiple pile-driving rigs and could potentially mobilize two units to have this work completed concurrently. Since pile installation is part of the critical path, this could reduce overall completion time.

1.5 WORK / CREW FLOW

1) Creamer-Sanzari has performed a multitude of bridge construction projects in the last two decades (see Experience forms); in successfully completing this work we have learned to optimize the utilization of our crews on the various tasks required to complete a job such as the new pedestrian bridge. We will incorporate those lessons learned into the staffing and scheduling of this project.

2) We have sequenced our work tasks in such a way that crews will not be impacting one another. Ample working space has been planned for crews to optimize performance and safety.

3) Our Superintendent will produce a 3-week look ahead schedule every week. This schedule will prompt discussions with our General Superintendent as well as our Foremen around start and finish times of different activities, minimizing our idle time and ensuring clean movement from one task to another.

4) The logistics described in our Construction Narrative (Envelope #2 – Section 6.i – Attachment A) speaks to how thought has been put into, and will continue to be developed, the placement of stored materials and work in progress (similar to 1.5.3 above).

5) Selection of the crews performing the work will be analyzed by all team leadership. Creamer-Sanzari maintains detailed training records, which aid in the discussions around optimal crew

placement. Additionally, regular performance evaluations are conducted on each of our crews, ensuring that we are placing the right crew on the right project and right task at all times.

1.6 TRADE LABOR FORCE

1) Work for the larger scopes of work (concrete, piles, site/civil, utility relocation) will be self-performed by Creamer-Sanzari crews.

2) CSJV crews consist of all union labor – Laborers, Carpenters, Ironworkers, Dockbuilders, Teamsters, Operators, etc.

3) CSJV will staff the project with appropriate numbers of crews to ensure that work is safely being moved forward on all available areas of the project.

1.7 EQUIPMENT & MATERIAL PURCHASING

1) Creamer-Sanzari has already begun speaking with vendors regarding material availability, increasing the accuracy of our preliminary construction schedule.

2) Items such as concrete, aggregates, asphalt and general construction supplies are readily available through our vendors, or in-stock in Creamer-Sanzari's yards.

3) Longer lead items, such as piles, structural steel and precast panels have been identified and our selection of vendors for these items will weigh heavily on their ability to commit to a delivery schedule that aligns with our project needs.

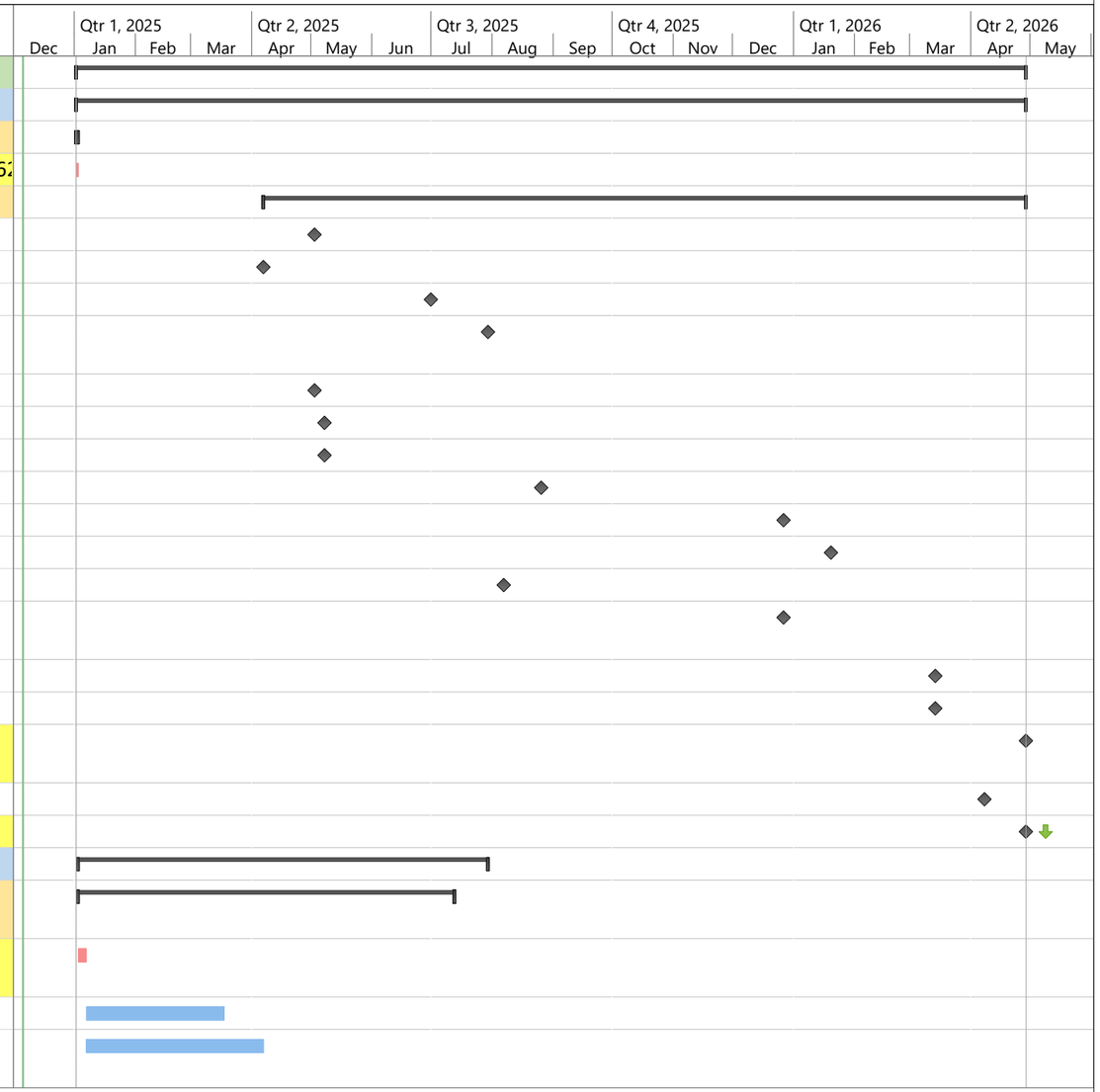
4) Equipment to complete the project is not a scheduling concern as Creamer-Sanzari already owns the needed equipment and will make it available as needed to meet the schedule.

1.8 PROPOSED MILESTONES

1) All Critical Milestones listed in Section 7.ii.6 have been included in the Project Schedule.

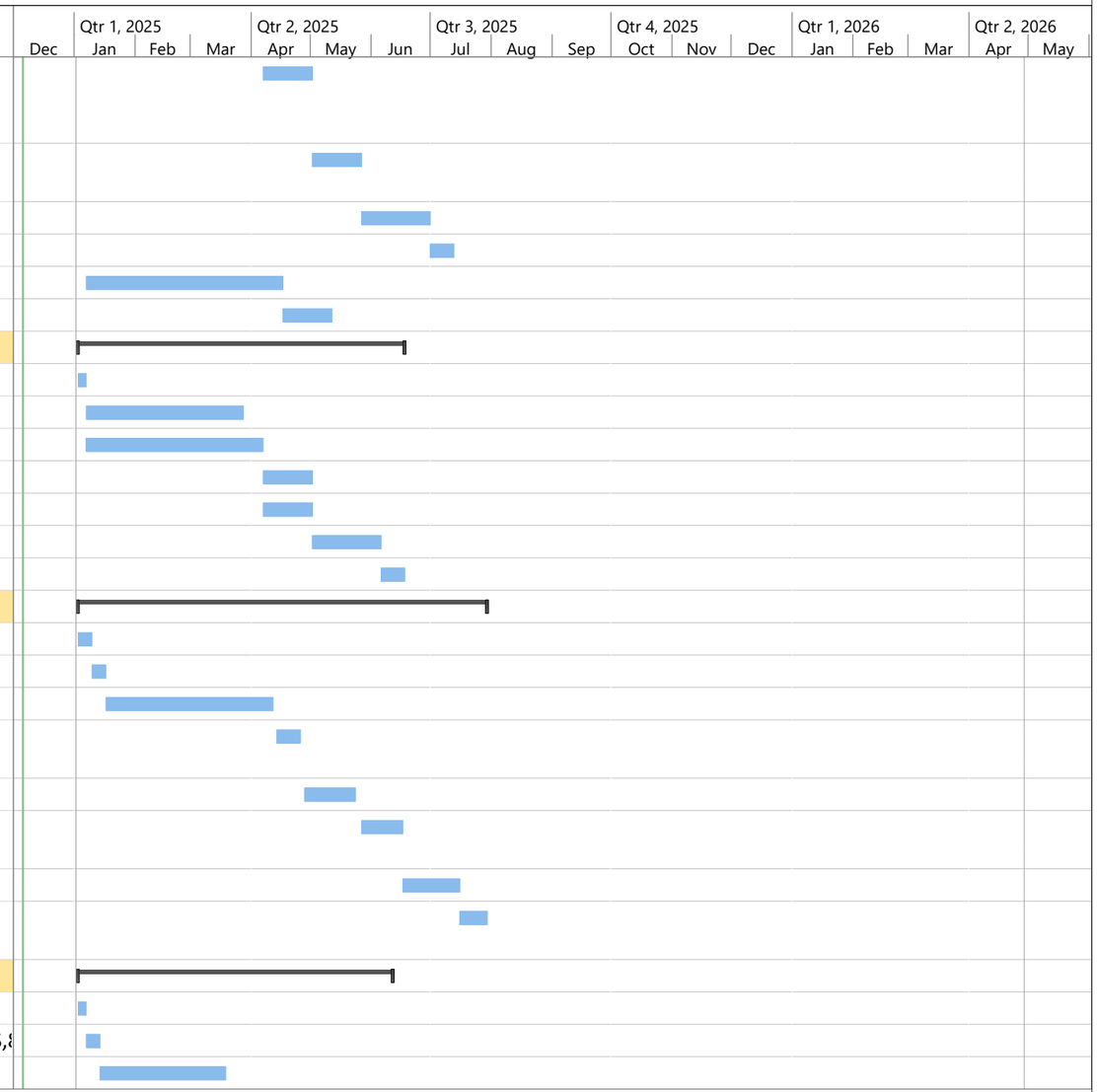
2) In addition to those identified in the RFP documents, CSJV has added milestone indicating the start and finish of the usage of Lot D as this was identified as of a particular concern to the NJSEA.

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
1		OVERALL JOB DURATION	337 days	Thu 1/2/25	Tue 4/28/26		
2		Milestones and Key Dates	337 days	Thu 1/2/25	Tue 4/28/26		
3		NJSEA	1 day	Thu 1/2/25	Thu 1/2/25		
4		Full NTP	1 day	Thu 1/2/25	Thu 1/2/25		35,43,52,25,62
5		DESIGN BUILDER	271 days	Sun 4/6/25	Tue 4/28/26		
6		Regulatory Approvals	0 days	Fri 5/2/25	Fri 5/2/25	60	
7		75% Design Documents	0 days	Sun 4/6/25	Sun 4/6/25	27	
8		90% Design Documents	0 days	Mon 6/30/25	Mon 6/30/25	30	
9		100% Construction Design Documents	0 days	Tue 7/29/25	Tue 7/29/25	23	
10		Work Permits	0 days	Fri 5/2/25	Fri 5/2/25	60	
11		Mobilization	0 edays	Thu 5/8/25	Thu 5/8/25	90SS	
12		Construction Start	0 days	Thu 5/8/25	Thu 5/8/25	90SS	
13		Construction 25%	0 days	Mon 8/25/25	Mon 8/25/25	102	
14		Construction 50%	0 days	Fri 12/26/25	Fri 12/26/25	113	
15		Construction 75%	0 days	Mon 1/19/26	Mon 1/19/26	132	
16		Begin Full Lot D Utilization	0 days	Wed 8/6/25	Wed 8/6/25	70	
17		Transition to Partial Lot D Utilization	0 days	Fri 12/26/25	Fri 12/26/25	119	
18		Lot D Unencumbered	0 days	Fri 3/13/26	Fri 3/13/26	130	
19		**Substantial Completion**	**0 days**	**Fri 3/13/26**	**Fri 3/13/26**	**130**	
20		Building Permits Closed / Signed Off	0 days	Tue 4/28/26	Tue 4/28/26	145FS+15 days	22
21		Project Closeout	0 days	Tue 4/7/26	Tue 4/7/26	140	22
22		**Final Completion**	**0 days**	**Tue 4/28/26**	**Tue 4/28/26**	**20,21**	
23		ENGINEERING & DESIGN	145 days	Fri 1/3/25	Tue 7/29/25		9
24		BRIDGE STRUCUTURAL & FOUNDATION	133 days	Fri 1/3/25	Sat 7/12/25		
25		Basis of Design Internal Review	2 days	Fri 1/3/25	Mon 1/6/25	4	26,27,32
26		Superstructure Design	70 edays	Mon 1/6/25	Mon 3/17/25	25	88,28,68
27		Substructure & Foundation Design	90 edays	Mon 1/6/25	Sun 4/6/25	25	28,7



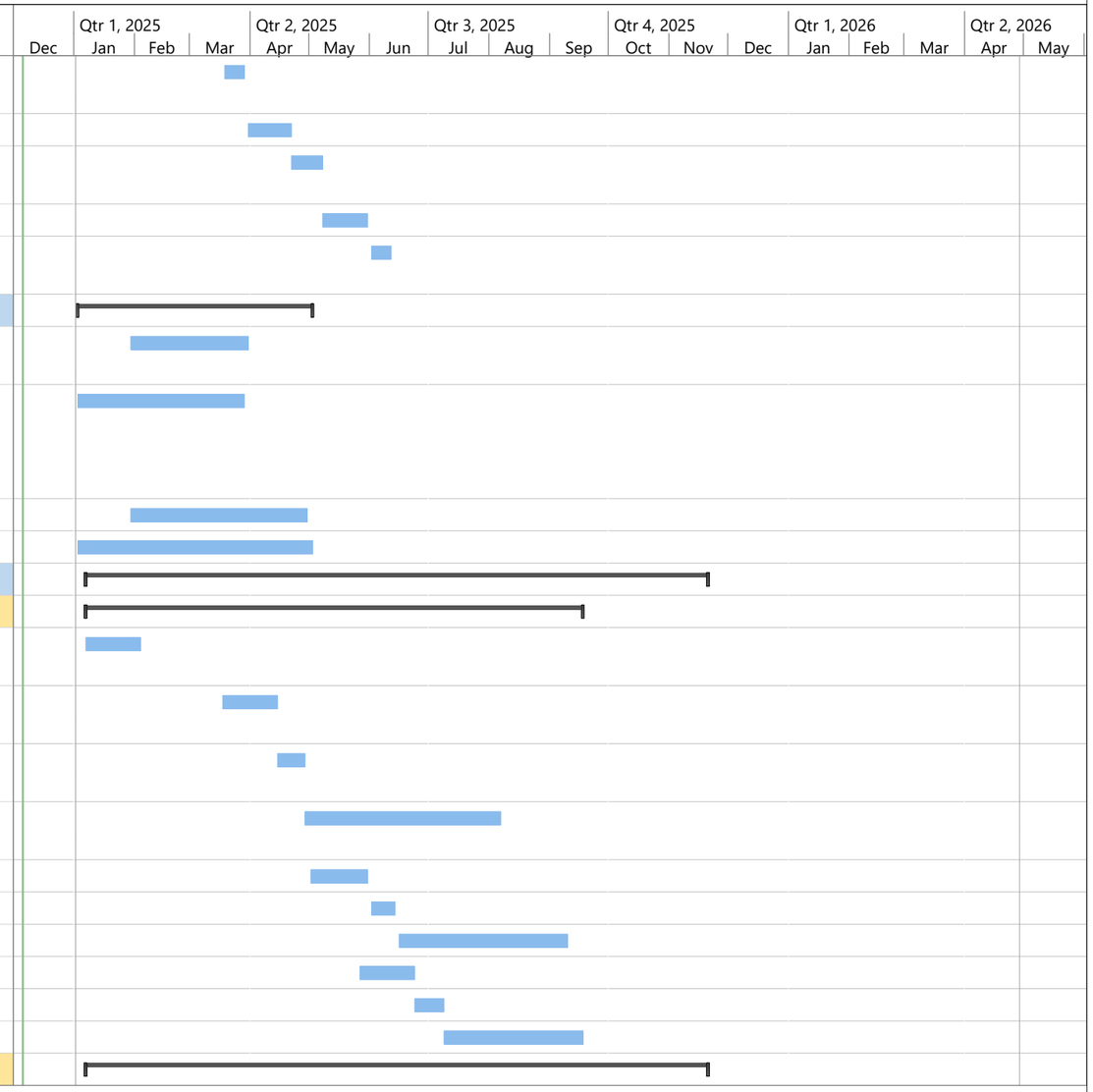
Task	Rolled Up Critical Split	Manual Summary	Path Driving Predecessor Summary Task
Split	Inactive Task	Start-only	Path Driving Predecessor Normal Task
Milestone	Inactive Milestone	Finish-only	Critical
Slippage	Inactive Summary	External Tasks	Critical Split
Summary	Manual Task	External Milestone	Progress
Project Summary	Duration-only	Deadline	
Rolled Up Critical	Manual Summary Rollup	Path Driving Predecessor Milestone Task	

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
28		Platform PL2 - PL5 Superstructure & Foudation Design	25 edays	Sun 4/6/25	Thu 5/1/25	27,26	29,71
29		Ramp Superstructure & Foundation Design	25 edays	Thu 5/1/25	Mon 5/26/25	28	30,74
30		Stair 1 Design	35 edays	Mon 5/26/25	Mon 6/30/25	29	31,8
31		Misc. Details	12 edays	Mon 6/30/25	Sat 7/12/25	30	
32		Pile Design	100 edays	Mon 1/6/25	Wed 4/16/25	25	33,83
33		Drilled Shaft Design	25 edays	Wed 4/16/25	Sun 5/11/25	32	83
34		**BRIDGE ARCHITECTURAL**	**116 days**	**Fri 1/3/25**	**Tue 6/17/25**		**79**
35		Basis of Design	2 days	Fri 1/3/25	Mon 1/6/25	4	36,37
36		Pedestrian Bridge Arch	80 edays	Mon 1/6/25	Thu 3/27/25	35	
37		Fire Safety & Stair 2 Arch	90 edays	Mon 1/6/25	Sun 4/6/25	35	38,39
38		Platform Arch	25 edays	Sun 4/6/25	Thu 5/1/25	37	
39		Ramp Finishes	25 edays	Sun 4/6/25	Thu 5/1/25	37	40
40		Stair 1 at Platofrm Arch	35 edays	Thu 5/1/25	Thu 6/5/25	39	41
41		Misc. Arch	12 edays	Thu 6/5/25	Tue 6/17/25	40	
42		**ELEC DESIGN**	**145 days**	**Fri 1/3/25**	**Tue 7/29/25**		
43		Basis of Design	5 days	Fri 1/3/25	Thu 1/9/25	4	44
44		Company Review of BOD	5 days	Fri 1/10/25	Thu 1/16/25	43	45
45		75% Design Documents	60 days	Fri 1/17/25	Fri 4/11/25	44	46
46		Company Review 75% Design	10 days	Mon 4/14/25	Fri 4/25/25	45	47
47		90% Design Documents	20 days	Mon 4/28/25	Fri 5/23/25	46	48
48		Company Review 90% Design	15 days	Tue 5/27/25	Mon 6/16/25	47	49
49		100% / IFC Design	20 days	Tue 6/17/25	Tue 7/15/25	48	50
50		Company Review of 100% / IFC	10 days	Wed 7/16/25	Tue 7/29/25	49	
51		**SITE / CIVIL DESIGN**	**112 days**	**Fri 1/3/25**	**Wed 6/11/25**		**87**
52		Basis of Design	2 days	Fri 1/3/25	Mon 1/6/25	4	53
53		Company Review of BOD	5 days	Tue 1/7/25	Mon 1/13/25	52	54,67SS,78SS,8
54		75% Design Documents	45 days	Tue 1/14/25	Tue 3/18/25	53	55



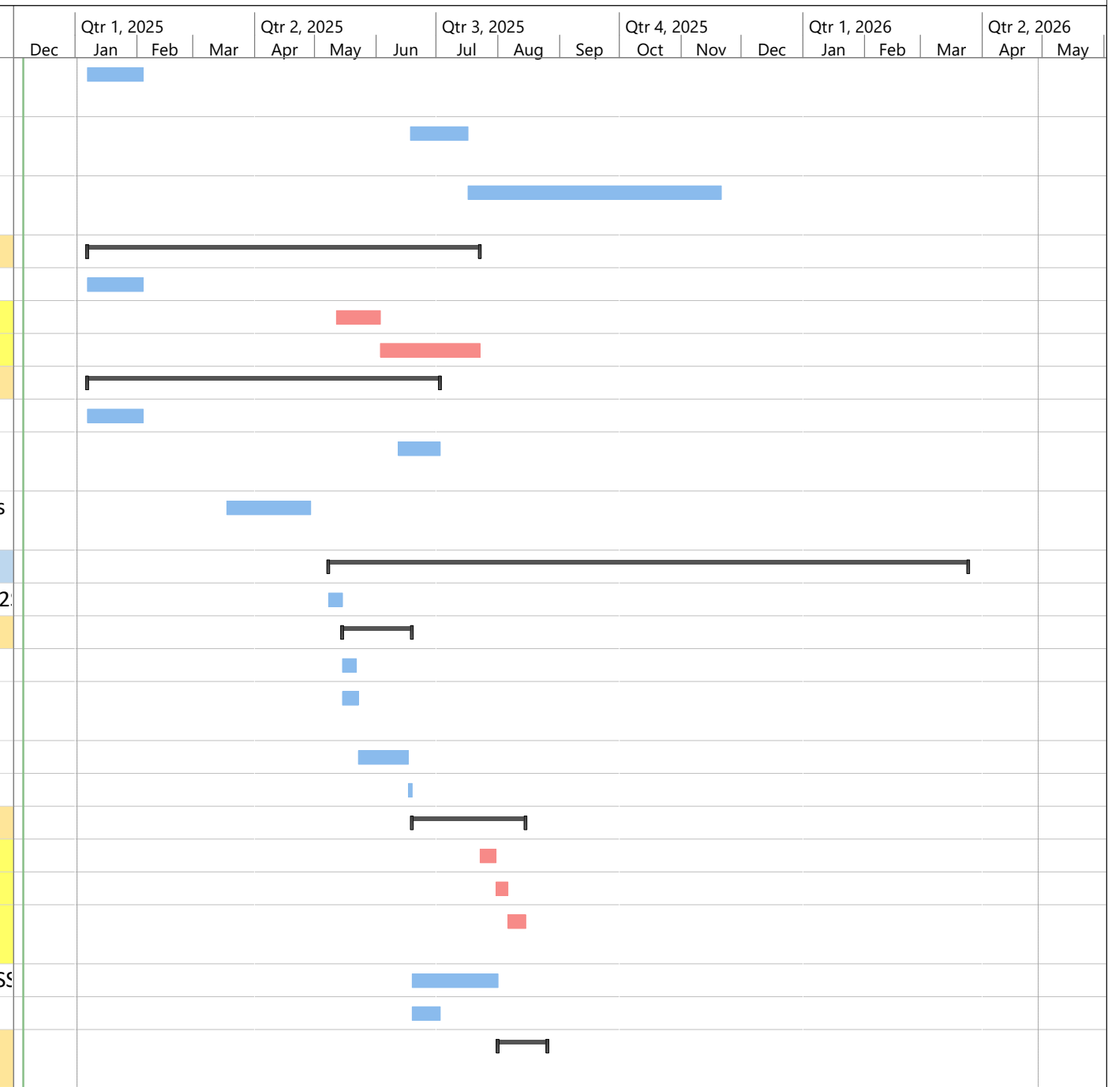
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Summary	Manual Task	External Milestone	Progress
Project Summary	Duration-only	Deadline	
Rolled Up Critical	Manual Summary Rollup	Path Driving Predecessor Milestone Task	

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
55		Company Review 75% Design	8 days	Wed 3/19/25	Fri 3/28/25	54	56
56		90% Design Documents	16 days	Mon 3/31/25	Mon 4/21/25	55	57
57		Company Review 90% Design	12 days	Tue 4/22/25	Wed 5/7/25	56	58
58		100% / IFC Design	16 days	Thu 5/8/25	Fri 5/30/25	57	59
59		Company Review of 100% / IFC	8 days	Mon 6/2/25	Wed 6/11/25	58	
60		**PERMITS AND APPROVALS**	**85 days**	**Thu 1/2/25**	**Fri 5/2/25**		**6,10,90**
61		Highway Occupancy Permit (State Route 120)	60 edays	Wed 1/29/25	Sun 3/30/25	4SS+20 days	
62		NJSEA Provided Aerial Permit over Route 120 (if required - CSJV does not think this is a requirement)	60 days	Fri 1/3/25	Fri 3/28/25	4	
63		SESC Plan Review & Approval	90 edays	Wed 1/29/25	Tue 4/29/25	4SS+20 days	
64		Misc. Permits (as required)	120 edays	Thu 1/2/25	Fri 5/2/25	4	
65		**PROCUREMENT**	**224 days**	**Tue 1/7/25**	**hu 11/20/25**		
66		**STEEL**	**178 days**	**Tue 1/7/25**	**Ned 9/17/25**		
67		Structural Steel Buyout & Award	20 days	Tue 1/7/25	Mon 2/3/25	53SS	
68		Superstructure - Dwg Submission	20 days	Tue 3/18/25	Mon 4/14/25	26	69
69		Superstructure - Dwg Review	10 days	Tue 4/15/25	Mon 4/28/25	68	70
70		Superstructure - Fab & Deliver	70 days	Tue 4/29/25	Wed 8/6/25	69	115,16
71		Platform - Dwg Submission	20 days	Fri 5/2/25	Fri 5/30/25	28	72
72		Platform - Dwg Review	10 days	Mon 6/2/25	Fri 6/13/25	71	73
73		Platform - Fab & Delvier	60 days	Mon 6/16/25	Tue 9/9/25	72	118
74		Ramp - Dwg Submission	20 days	Tue 5/27/25	Mon 6/23/25	29	75
75		Ramp - Dwg Review	10 days	Tue 6/24/25	Tue 7/8/25	74	76
76		Ramp - Fab & Delivery	50 days	Wed 7/9/25	Wed 9/17/25	75	119
77		**BUILDING ENVELOPE**	**224 days**	**Tue 1/7/25**	**hu 11/20/25**		**131,132**



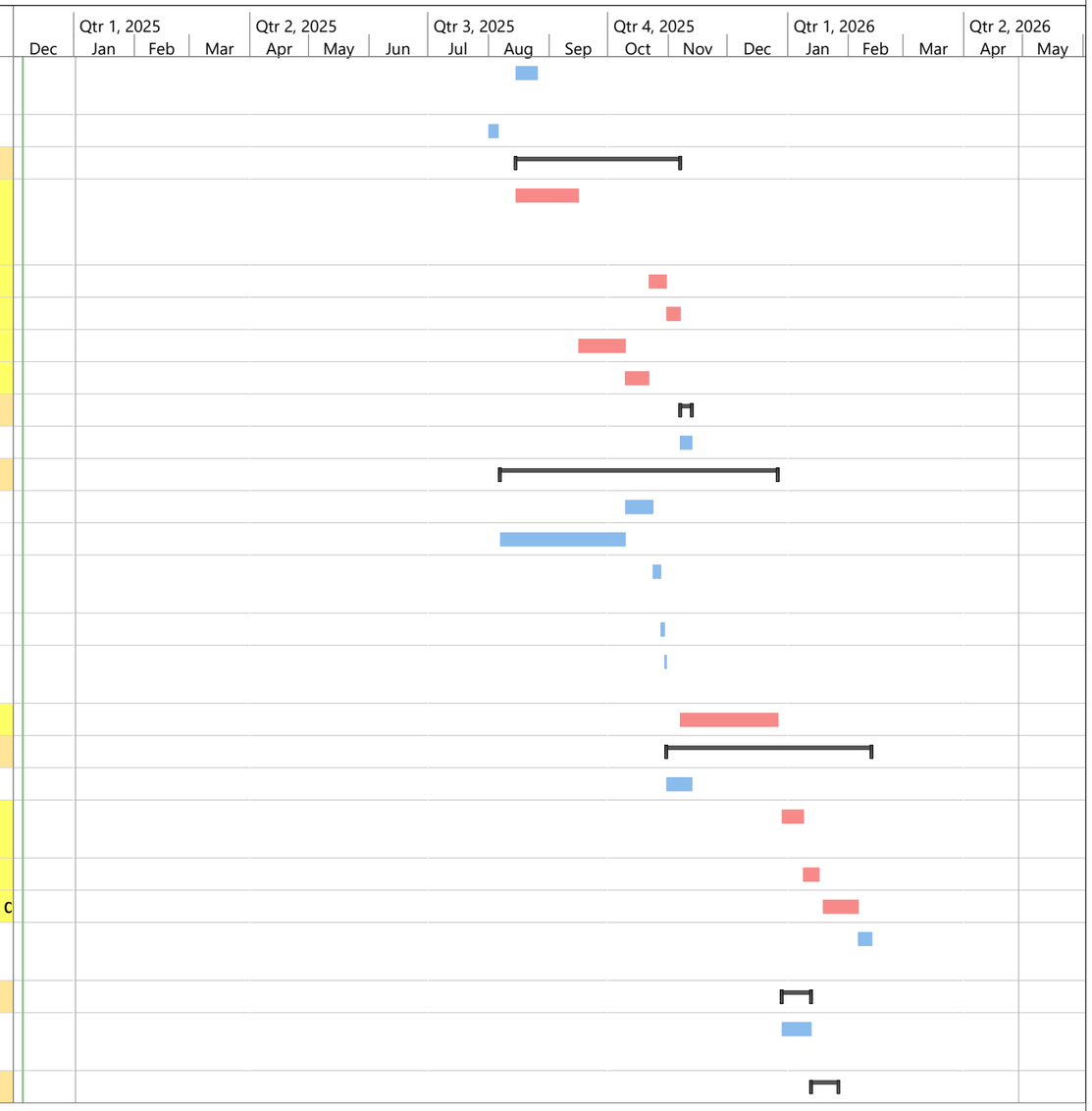
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Split	Inactive Task	Start-only	Path Driving Predecessor Normal Task
Milestone	Inactive Milestone	Finish-only	Critical
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Summary	Manual Task	External Milestone	Progress
Project Summary	Duration-only	Deadline	
Rolled Up Critical	Manual Summary Rollup	Path Driving Predecessor Milestone Task	

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
78		Building Envelope Buyout & Award	20 days	Tue 1/7/25	Mon 2/3/25	53SS	79
79		Building Envelope Submittal & Approval	20 days	Wed 6/18/25	Wed 7/16/25	78,34	80
80		Building Envelope Fab & Deliver	90 days	Thu 7/17/25	Thu 11/20/25	79	
81		PILES & DRILLED SHAFTS	138 days	Tue 1/7/25	Tue 7/22/25		
82		Pile Buyout & Award	20 days	Tue 1/7/25	Mon 2/3/25	53SS	83
83		Pile Submittal & Approval	15 days	Mon 5/12/25	Mon 6/2/25	82,32,33	84
84		Pile Fab & Deliver	35 days	Tue 6/3/25	Tue 7/22/25	83	97
85		**GENERAL BUYOUT**	**125 days**	**Tue 1/7/25**	**Wed 7/2/25**		
86		Concrete Buyout & Award	20 days	Tue 1/7/25	Mon 2/3/25	53SS	87
87		Concrete Submittal & Approval	15 days	Thu 6/12/25	Wed 7/2/25	86,51	106,97
88		General Procurement Items	30 days	Tue 3/18/25	Mon 4/28/25	26	90SS+15 days
89		**CONSTRUCTION**	**223 days**	**Thu 5/8/25**	**Tue 3/24/26**		
90		MOBILIZATION	5 days	Thu 5/8/25	Wed 5/14/25	88SS+15 days,60	92,93,11SS,12
91		**SITE WORK**	**24 days**	**Thu 5/15/25**	**Wed 6/18/25**		
92		INSTALL EROSION CONTROL	5 days	Thu 5/15/25	Wed 5/21/25	90	
93		INSTALL MPT BARRIER & SIGNS	6 days	Thu 5/15/25	Thu 5/22/25	90	94
94		PERFORM SELECTIVE DEMO	16 days	Fri 5/23/25	Mon 6/16/25	93	95
95		DEMO FLATWORK	2 days	Tue 6/17/25	Wed 6/18/25	94	100,137,97
96		**PILE DRIVING FROM GRADE**	**40 days**	**Thu 6/19/25**	**Thu 8/14/25**		
97		INSTALL PIER PILES	6 days	Wed 7/23/25	Wed 7/30/25	84,95,87	98
98		INSTALL STAIR PILES	4 days	Thu 7/31/25	Tue 8/5/25	97	99
99		INSTALL PLATFORM + ABUTMENT PILES	7 days	Wed 8/6/25	Thu 8/14/25	98	103,106
100		INSTALL DRILLED SHAFTS	30 days	Thu 6/19/25	Thu 7/31/25	95	104,107,101SS
101		STATIC LOAD TEST	10 days	Thu 6/19/25	Wed 7/2/25	100SS	
102		**EXCAVATE FOR FOUNDATIONS**	**17 days**	**Fri 8/1/25**	**Mon 8/25/25**		**13**



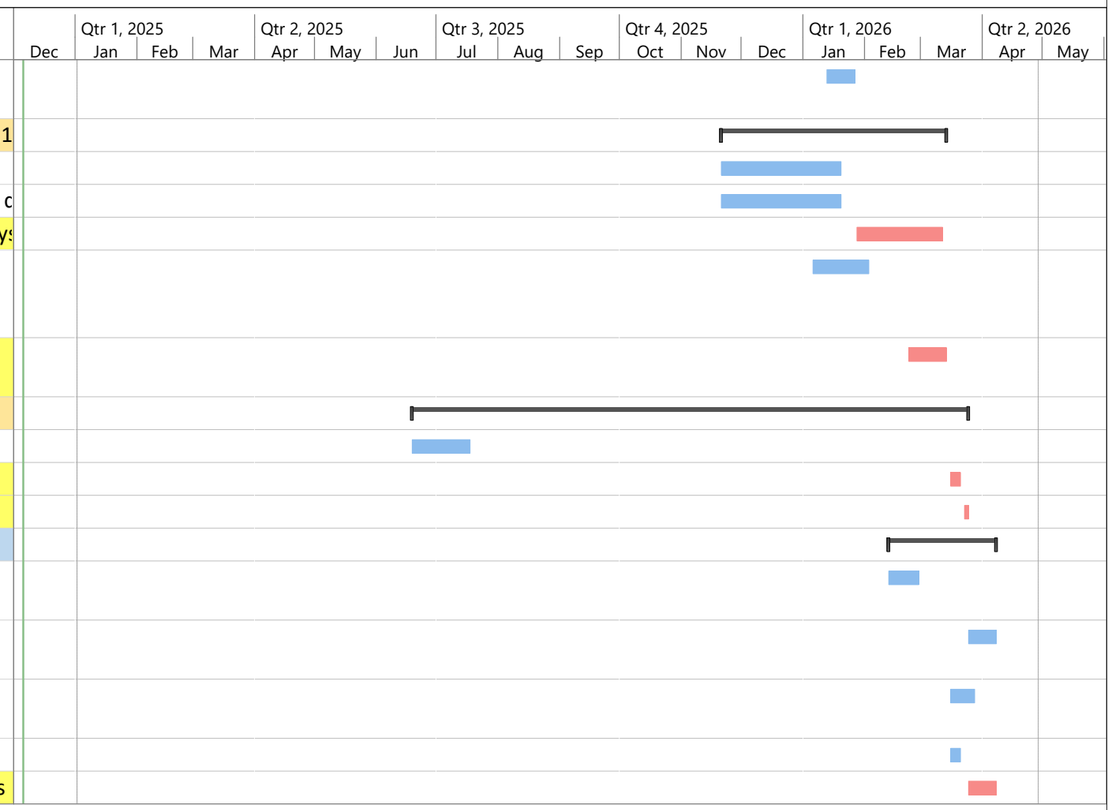
Task
Split
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Project Summary
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Rolled Up Critical Split
Inactive Task
Inactive Milestone
Inactive Summary
Manual Task
Duration-only
Manual Summary Rollup
Manual Summary
Start-only
Finish-only
External Tasks
External Milestone
Deadline
Path Driving Predecessor Milestone Task
Path Driving Predecessor Summary Task
Path Driving Predecessor Normal Task
Critical
Critical Split
Progress

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
103		EXCAVATE PIER, PLATFORM, STAIR	7 days	Fri 8/15/25	Mon 8/25/25	99	
104		EXCAVATE RAMP	3 days	Fri 8/1/25	Tue 8/5/25	100	
105		CONCRETE FOUNDATIONS	59 days	Fri 8/15/25	Thu 11/6/25		
106		BUILD PIER/ABUTMENT/PLATFORM FOOTINGS	21 days	Fri 8/15/25	Mon 9/15/25	99,87	109
107		BUILD RAMP FOOTINGS	7 days	Wed 10/22/25	Thu 10/30/25	100,110	108
108		BUILD GRADE BEAMS RAMP	5 days	Fri 10/31/25	Thu 11/6/25	107	112,119
109		BUILD PIERS	18 days	Tue 9/16/25	Thu 10/9/25	106	110,114
110		BUILD ABUTMENT WALL	8 days	Fri 10/10/25	Tue 10/21/25	109	107
111		**BACKFILL**	**4 days**	**Fri 11/7/25**	**Wed 11/12/25**		
112		BACKFILL FOOTINGS	4 days	Fri 11/7/25	Wed 11/12/25	108	
113		STEEL	100 days	Thu 8/7/25	Fri 12/26/25		14
114		INSTALL BEARINGS	10 days	Fri 10/10/25	Thu 10/23/25	109	116
115		ASSEMBLE STEEL BRIDGE	45 days	Thu 8/7/25	Thu 10/9/25	70	116
116		ERECT STEEL OVER ROUTE 120	2 days	Fri 10/24/25	Mon 10/27/25	115,114	117
117		ERECT STEEL PARKING LOT	2 days	Tue 10/28/25	Wed 10/29/25	116	118
118		ERECT STEEL OVER W/ PERIPHERAL	1 day	Thu 10/30/25	Thu 10/30/25	117,73	119,121
119		ERECT RAMP STEEL	35 days	Fri 11/7/25	Fri 12/26/25	118,108,76	122,127,17
120		**CONCRETE DECK**	**73 days**	**Fri 10/31/25**	**Thu 2/12/26**		**141**
121		F/P CONCRETE DECK	9 days	Fri 10/31/25	Wed 11/12/25	118	131,132
122		INSTALL OVERHANGS (RAMP)	8 days	Mon 12/29/25	Thu 1/8/26	119	123
123		F/P/S RAMP	6 days	Fri 1/9/26	Fri 1/16/26	122	124
124		F/P/S PARAPET @ RAMP	14 days	Mon 1/19/26	Thu 2/5/26	123	125,133SS+7 d
125		CONSTRUCT RAMP AT GRADE	5 days	Fri 2/6/26	Thu 2/12/26	124	
126		**PRECAST FASCIA**	**10 days**	**Mon 12/29/25**	**Mon 1/12/26**		
127		INSTALL PRECAST FASCIA WALL	10 days	Mon 12/29/25	Mon 1/12/26	119	129
128		**PRECAST STAIR WELLS**	**10 days**	**Tue 1/13/26**	**Mon 1/26/26**		



Task		Rolled Up Critical Split		Manual Summary		Path Driving Predecessor Summary Task	
Split		Inactive Task		Start-only		Path Driving Predecessor Normal Task	
Milestone		Inactive Milestone		Finish-only		Critical	
Slippage		Inactive Summary		External Tasks		Critical Split	
Summary		Manual Task		External Milestone		Progress	
Project Summary		Duration-only		Deadline			
Rolled Up Critical		Manual Summary Rollup		Path Driving Predecessor Milestone Task			

ID	Task Mode	Name	Duration	Start	Finish	Predecessors	Successors
129		INSTALL PRECAST STAIR WALLS	10 days	Tue 1/13/26	Mon 1/26/26	127	
130		ARCHITECTURAL	78 days	Fri 11/21/25	Fri 3/13/26		143,138,144,1
131		Bridge - Panels & Roofing	40 days	Fri 11/21/25	Mon 1/19/26	121,77	
132		Plaform - Panels & Roofing	40 days	Fri 11/21/25	Mon 1/19/26	121,77	15,134SS+30 d
133		Ramp - Panels and roofing	30 days	Wed 1/28/26	Wed 3/11/26	124SS+7 days	135SS+17 days
134		Misc. Architectural / Elec Finishes - PLATFORM & BRIDGE	20 days	Tue 1/6/26	Mon 2/2/26	132SS+30 days	
135		Misc. Architectural / Elec Finishes - RAMP	15 days	Mon 2/23/26	Fri 3/13/26	133SS+17 days	
136		CIVIL - Parking Lot	194 days	Thu 6/19/25	Tue 3/24/26		142,145
137		Drainage & Backfill	20 days	Thu 6/19/25	Thu 7/17/25	95	138
138		Paving	5 days	Mon 3/16/26	Fri 3/20/26	137,130	139
139		Striping	2 days	Mon 3/23/26	Tue 3/24/26	138	
140		**CLOSEOUT AND TURNOVER**	**37 days**	**Fri 2/13/26**	**Tue 4/7/26**		**21**
141		Bridge - As-built Documentation Submittal	10 days	Fri 2/13/26	Fri 2/27/26	120	
142		Civil - As-built Documentation Submittal	10 days	Wed 3/25/26	Tue 4/7/26	136	
143		Architectural - As-built Documentation Submittal	10 days	Mon 3/16/26	Fri 3/27/26	130	
144		DCA Inspections	5 days	Mon 3/16/26	Fri 3/20/26	130	
145		Final Restoration	10 days	Wed 3/25/26	Tue 4/7/26	136	20FS+15 days



Task	Rolled Up Critical Split	Manual Summary	Path Driving Predecessor Summary Task
Split	Inactive Task	Start-only	Path Driving Predecessor Normal Task
Milestone	Inactive Milestone	Finish-only	Critical
Slippage	Inactive Summary	External Tasks	Critical Split
Summary	Manual Task	External Milestone	Progress
Project Summary	Duration-only	Deadline	
Rolled Up Critical	Manual Summary Rollup	Path Driving Predecessor Milestone Task	

1.0 SAFETY PLAN

1.1 HEALTH & SAFETY STATEMENT

1) Creamer-Sanzari places the safety of its employees and of the people in and around the projects in which it works as its top priority. The following statement is repeatedly reinforced to our team members: "***It is my responsibility to keep myself and those around me safe; this is the most important thing I do every day. The company supports my actions in these efforts and grants every employee the right to stop the job without fear of reprisal or punishment.***" We feel that it is central to our efforts in keeping everyone safe that all our employees believe they are in control of what happens on the jobsite.

1.2 MASTER HEALTH & SAFETY PLAN

1) Creamer-Sanzari maintains a master Safety Compliance Program / master Health & Safety Plan that is accessible via CSJV's intranet and reviewed by all project teams during pre-construction. The Safety Compliance Program is 373 pages long and thus has not been included in the printed version of our proposal but **is available for review on the THUMB DRIVE.**

2) The Safety Compliance Program addresses company policies and procedures for a variety of safety scenarios, including those that will be encountered on this project, below are snippets from the Table of Contents in order to provide context as to what is included (again, please review this document on the THUMB DRIVE):

This Program shall address but not be limited to the following safety requirements

	SECTION
Safety Policy Statement	1
Responsibilities & Duties	2
Evacuation Procedure	3
Emergency Telephone Numbers	4
Compliance with Safe Work Practices/Discipline	5
Safety and Health Communication	6
Identification and Evaluation of Work Place Hazards	7
Accident Investigation and Reporting Procedures	8
Correcting Unsafe Conditions and Work Practices	9
Orientation and Training/Code of Safe Practice/Handbook	10
Code of Safe Practices	11
Recordkeeping	12
Emergency Action Plan - First Aid/CPR - BBP	13
Fire Prevention Plan	14
Work Security Plan	15
OSHA Inspection Procedure	16
Hazard Communication Policy	17
Respiratory Protection Policy	18
Hazardous Substance and Toxic Materials Program	19
Heat Illness and Injury Program	20
Hearing Conservation Program	21

	SECTION
Process Safety Management	22
Traffic Control, Signs Signals/Barricades, Highway Safety	23
Night Time Operations	24
Excavations and Trenching	25
Underground Call Out Procedures	26
Confined Space	27
Tunneling Safety	28
Cranes and Operator Safety Requirements	29
Material Storage - Sanitation	30
Electrical Safety (Electrical Hazards)	31
Lock-Out / Tag-Out Program	32
Water Meter Shock Prevention Policy	33
Fall Protection - Scaffolding - Ladder Use – Impalement Protection	34
Personal Protective Equipment	35
Power Tools, Hand Tools, Equipment	36
Welding, Cutting, Compressed Gas Cylinders	37
Mobile Equipment and Preventive Maintenance	38
Fleet Program	39
Aerial Lifts	40
Forklifts	41
Subcontractor Safety	42
Pre-Job Planning and Task Analysis	43
	SECTION
Safe Office Procedures	44
Abrasive Blasting and Silica Exposure	45
Lead Compliance Program	46
Marine Safety Policy	47
Air Monitoring Program	48
Fatigue Management	49
Training Forms	50
Silica Exposure Control Plan	51
Ladder Policy	52

1.3 SITE SPECIFIC HEALTH & SAFETY PLAN

1) Creamer-Sanzari prioritizes the health and safety of our employees and the public, as such, our Site Specific Health & Safety Plans (SSHASP) are thoroughly vetted prior to release and use on a project. While our plans are developed by our Safety leaders, input from all project stakeholders is considered in the development of our plans (Foreman, Laborers, Project Management, Safety, Client, Subcontractors, Stakeholders). For certain environmental or other unique circumstances, we may also engage third party safety consultants in developing the plan. Additionally, our site-specific plans rely on a more maturely developed project design and execution plan to insure the SSHASP fully addresses all aspects of the project. In this case there is also significant specialty work that will be performed by the Building Envelope contractor; their team will be supporting the overall plan with respect to this scope of work.

2) At this time, we believe it is premature to prepare a fully developed SSHASP for the project without a complete design, established permitting requirements and constraints and finalization of certain subcontractors. However, we understand NJSEA's desire for insight into Creamer-Sanzari's approach to safety for this project and the ensure that it aligns with NJSEA's expectations. As such, we have included a copy of a sample SSHASP from another bridge project to provide context for the type of information included in such a document (Attachment E – Sample SSHASP). This SSHASP is over 120 pages long, reinforcing the level of detail that CSJV puts into its consideration for the specific safety concerns for each project. Due to the length of this document, it not been included in the print versions of the proposal but **is available for review on the THUMB DRIVE.**

3) Below are snippets from the Table of Contents of the Sample SSHASP to provide context for what is covered in this document:

Health and Safety Plan
Table of Contents

1.0 Scope of Work
2.0 Project Personnel

- **Disciplinary Policy**

2.1 Roles and Responsibilities
2.2 Subcontractor Roles and responsibilities
2.3 Qualifications
3.0 Project-Specific Hazard Identification, Risk Assessment and Controls
4.0 Communication
4.1 Emergencies
4.2 Incident Reporting and Analysis
4.3 Safety Meetings and Job Briefs
4.4 Safety and Health Plan
5.0 Safety Compliance
6.0 Environmental Compliance

- **Appendix A – Emergency Contact Information**
- **Directions to Hospital**
- **Muster Location**
- **Evacuation Procedure**
- **Emergency Action Plan**
- **Worksite Security Plan**
- **Appendix B – General Project Work Plan**
- **Hazard Communication Program**
- **Personal Protective Equipment**
- **Respiratory Protection**
- **Hearing Conservation Program**
- **Material Handling, Storage and Sanitation**

- **Lock-Out Tag-Out Program**
- **Traffic Controls and Highway Safety**
- **Night Work Operations**
- **Power and Hand Tools**
- **Appendix C – OSHA 300 Log**
- **Training Documentation**
- **Project Orientation Sign Off Page**

4) Below is a snippet from the Sample SSHASP showing the Scope of Work that was discussed in the document. Again, this document is available for review on the THUMB DRIVE:

1.0 Scope of Work

Scope of Work

NJDOT Jones Road over Route 4 Bridge Replacement
Contract #009950194

1. Mobilize to Site
2. Install Erosion Controls
3. Site Clearing
4. Install Traffic Controls
5. Demolition
6. Excavation For Foundations
7. Remove and Install Guide Rail
8. Install Bridge Components with Crane
9. Form/Pour Concrete
10. Strip Forms/Housekeeping
11. Utility Relocation
12. Drive Pile Sheeting
13. Drilled Shafts
14. Crane Lifts
15. Steel Erection
16. Milling & Paving
17. Site Restoration
18. Demobilize

5) The SSHASP for the New Meadowlands Pedestrian Bridge will be equally detailed as the sample provided for CSJV's Jones Road Bridge Replacement project, and will address, amongst other items:

- Crane lifts
- Lane closures
- Demolition
- Bridge Component Installation
- Forming / Pouring of Concrete
- Coordination w/ NJSEA / MetLife / Other Stakeholder Events
- Traffic Control
- Pedestrian Control
- Existing Bridge Site / Access Control

- ENVELOPE #2 – SAFETY DATA FORM -

1. Is there an employee of the firm charged with safety responsibilities? If yes list name below.

Yes	No
X	

Name of safety professional Michael Valverde

2. Does the employee of the firm listed above possesses any of the following certifications, licenses or completed any of the following courses?

	Yes	No
OSHA 500 Train the Trainer Program or the OSHA 502 Refresher Course		X
Safety Trained Supervisor in Construction (STS-Construction)		X
OSHA 30 Hour Construction Course	X	
(Other) Construction Safety and Health Specialist Certificate, Rutgers University	X	
(Other, use additional lines as necessary) CRIS (Construction Risk Insurance Speciali	X	

3. What is your **current** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR .995

4. What is your **2023** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR .730

5. What is your **2022** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 1.106

Attach supporting EMR documentation and provide the name and telephone number of the individual, from the Bidder's insurance company, who can confirm the EMR listed above:

Name: Margaret Mauer Telephone Number: 856-479-2214

I certify that all information provided herein is truthful and accurate and that I have read all Contract safety requirements.

By: Creamer Sanzari Joint Venture
Name of Firm

Michael Valverde 12/4/2024
Signature Date

Michael Valverde- Risk Manager
Type or Print Name and Title

101 E Broadway
Business Address
Hackensack, NJ 07601

201-488-9817
Telephone

CONNER STRONG & BUCKELEW

INSURANCE | RISK MANAGEMENT | EMPLOYEE BENEFITS

Maggie Mauer
Senior Account Manager
Major Accounts
P 856-479-2214
E mmauer@connerstrong.com
National Headquarters
TRIAD1828 CENTRE
2 Cooper Street | Camden, NJ 08102
Mailing Address
PO Box 99106 | Camden, NJ 08101
connerstrong.com

April 1, 2024

Mike Valverde
Creamer Sanzari, A Joint Venture
101 East Broadway
Hackensack, NJ 07601

RE: Experience Modification for:

Creamer Sanzari, A Joint Venture

Dear Mike,

Per your request, the historical New Jersey Experience Rating Modification Factors for as follows:

EFFECTIVE YEAR	NJ EMR
10/01/2024 - 10/01/2025	.995
10/01/2023 - 10/01/2024	.730
10/01/2022 - 10/01/2023	1.106

If you have any questions or concerns, please do not hesitate to contact our office.

Sincerely,

Margaret A. Mauer

Margaret A. Mauer
Senior Account Manager

- ENVELOPE #2 – SAFETY DATA FORM -

1. Is there an employee of the firm charged with safety responsibilities? If yes list name below.

Yes	No
X	

Name of safety professional Michael Valverde

2. Does the employee of the firm listed above possesses any of the following certifications, licenses or completed any of the following courses?

	Yes	No
OSHA 500 Train the Trainer Program or the OSHA 502 Refresher Course		X
Safety Trained Supervisor in Construction (STS-Construction)		X
OSHA 30 Hour Construction Course	X	
(Other) Construction Safety and Health Specialist Certificate, Rutgers University	X	
(Other, use additional lines as necessary) CRIS (Construction Risk Insurance Speciali	X	

3. What is your **current** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 0.83

4. What is your **2023** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 0.75

5. What is your **2022** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 0.74

Attach supporting EMR documentation and provide the name and telephone number of the individual, from the Bidder's insurance company, who can confirm the EMR listed above:

Name: Shannon Warner Telephone Number: 763-302-7167

I certify that all information provided herein is truthful and accurate and that I have read all Contract safety requirements.

By: J. Fletcher Creamer & Son, Inc.
Name of Firm

Michael Valverde 12/4/2024
Signature Date

Michael Valverde- Risk Manager
Type or Print Name and Title

101 E Broadway
Business Address
Hackensack, NJ 07601

201-488-9817
Telephone

Willis Towers Watson

Telephone: (763) 302-7167
Fax: (952) 842-6871
Website: www.willistowerswatson.com
E-mail: shannon.warner@wtwco.com

December 20, 2023

J. Fletcher Creamer & Son, Inc.

Subject: Experience Modification Rate (EMR)

To Whom it May Concern:

The NCCI experience modification rate history for your company is listed below.

Effective Year	EMR
12/31/23 – 12/31/24	0.83
12/31/22 – 12/31/23	0.75
12/31/21 – 12/31/22	0.74

The past modifiers may differ from prior documentation due to revisions promulgated by NCCI or due to acquisitions and divestitures.

Non-NCCI states are not included in the above EMR calculation.

Please note New York is outside of the NCCI experience modification rating, as of 2022. Below is the separate EMR issued by NYCIRB. All years prior to 2022 are still included in the above NCCI EMR history:

Effective Year	NY EMR
12/31/23 – 12/31/24	0.73
12/31/22 – 12/31/23	0.58

Should you need further information, please feel free to contact me.

Kindest regards,

Shannon Warner

Shannon Warner
Senior Client Service Specialist

Willis Towers Watson Midwest, Inc.
8400 Normandale Lake Blvd, Suite 1700
Bloomington, MN 55437

- ENVELOPE #2 – SAFETY DATA FORM -

1. Is there an employee of the firm charged with safety responsibilities? If yes list name below.

Yes	No
X	

Name of safety professional Peter Isoldi, Safety Director

2. Does the employee of the firm listed above possesses any of the following certifications, licenses or completed any of the following courses?

	Yes	No
OSHA 500 Train the Trainer Program or the OSHA 502 Refresher Course		X
Safety Trained Supervisor in Construction (STS-Construction)		X
OSHA 30 Hour Construction Course	X	
(Other)		
(Other, use additional lines as necessary)		

3. What is your **current** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 0.842

4. What is your **2023** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 1.087

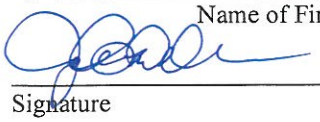
5. What is your **2022** New Jersey Workers Compensation Insurance Experience Modification Rate (EMR)? EMR 0.966

Attach supporting EMR documentation and provide the name and telephone number of the individual, from the Bidder's insurance company, who can confirm the EMR listed above:

Name: Joseph Muretta, Jr., CRIS Telephone Number: (845) 479-2125

I certify that all information provided herein is truthful and accurate and that I have read all Contract safety requirements.

By: Joseph M. Sanzari, Inc.
Name of Firm



12/04/2024
Signature Date

Jo Ann M. Dellechiaie, Vice President
Type or Print Name and Title

100 W. Franklin Street
Business Address
Hackensack, NJ 07601

(201) 342-6895
Telephone

CONNER STRONG & BUCKELEW

INSURANCE | RISK MANAGEMENT | EMPLOYEE BENEFITS

Joseph Muretta Jr., CRIS
Account Analyst National Accounts
P 856-479-2214
E jmuretta@connerstrong.com
National Headquarters TRIAD1828 CENTRE
2 Cooper Street | Camden, NJ 08102
Mailing Address
PO Box 99106 | Camden, NJ 08101
connerstrong.com

April 3, 2024

Paul Sarlo
Joseph M. Sanzari, Inc
100 West Franklin Street
Hackensack, New Jersey 07601

RE: Experience Modification History for:
Joseph M. Sanzari, Inc.

Dear Paul,

Per your request, the New Jersey Experience Rating Modification Factors for Joseph M. Sanzari is as follows:

EFFECTIVE YEAR	NJ EMR
06/30/2024 - 2025	.842
06/30/2023 - 2024	1.087
06/30/2022 - 2023	.966

If you have any questions or concerns, please do not hesitate to contact our office.

Sincerely,

Joseph Muretta
Account Analyst

A. Self-Performed Work

i. Proposers are reminded that Self-Performance of 20% of the trade work, by the Proposer or a Proposer Team Member, on the Project is required per RFP Book 1 Section II.6.b.ii.4. Self-performed work does not include supervision and/or management or material supply. Self-performed work is defined as craft tradesperson's, subject to the New Jersey Prevailing Wage Act (N.J.S.A. 34:11-56.25 et seq.) that are employees and/or intended employees of the Proposer who will be working at the Meadowlands site.

Describe self-performed work below:

Type of Work: Pile Installation

Trade(s) To Be Employed By Bidder: Dockbuilders, Laborers, Operators, Teamsters

Type of Work: Concrete Foundation Installation

Trade(s) To Be Employed By Bidder: Ironworkers, Dockbuilders, Carpenters, Laborers, Operators, Teamsters

Type of Work: Precast Concrete Panel Installation

Trade(s) To Be Employed By Bidder: Ironworkers, Carpenters, Laborers, Operators, Teamsters

Type of Work: Site Preparation and Drainage

Trade(s) To Be Employed By Bidder: Laborers, Operators, Teamsters

Type of Work: Utility Relocations

Trade(s) To Be Employed By Bidder: Laborers, Operators, Teamsters

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

Type of Work: _____

Trade(s) To Be Employed By Bidder: _____

B. Sub-Contracted Work

i. For the purposes of proposal evaluation, where work is known or likely to be subcontracted (i.e. Piles, Structural Steel, Glazing, roofing etc.) list the various Sub-Contractors who have been used in preparing this proposal and to whom subcontracts are expected to be awarded. If the Contract is awarded to this proposer, NJSEA reserves and maintains the right to approve or reject all Subcontractors, second-tier Subcontractors and any Subcontractors or fabricators to them.

Describe Sub-Contracted work below:

Type of Work: Roofing / Storefront Subcontractor

Name: API Construction

Address: 1200 Old Highway 8 NW, New Brighton, MN 55112

Subcontractor's EIN No. ___ ___ - [redacted] ___ ___ ___

Type of Work: Asphalt Paving

Name: Roman Asphalt Corp

Address: 32 O'Brien Street, Kearny, NJ 07032

Subcontractor's EIN No. ___ ___ - [redacted]

Type of Work: Electrical

Name: McPhee Electric

Address: 3001 South Clinton Avenue, South Plainfield, NJ 07080

Subcontractor's EIN No. ___ ___ - [redacted]

Type of Work: Structural Steel Erection

Name: Cornell & Company, Inc.

Address: 224 Cornell Lane, Westville, NJ 08093

Subcontractor's EIN No. ___ ___ - [redacted]

Type of Work: Concrete Curbs, Sidewalks, Barrier

Name: Berto Construction, Inc.

Address: 625 Leesville Ave, Rahway, NJ 07065

Subcontractor's EIN No. ___ ___ - [redacted]

Type of Work: Painting/Shielding

Name: Anka Painting Company, Inc.

Address: 29 Fairview Street, Palisades Park, NJ 07650

Subcontractor's EIN No. ___ ___ - [redacted]

Respectfully submitted,

By: Creamer-Sanzari, a Joint Venture
Name of Firm

12/6/24
Date:

Signature

Daniel Fowler, Designee
Type or Print Name and Title

101 East Broadway, Hackensack, NJ 07601
Business Address

201-488-9800
Telephone

1.0 LEGAL MATTERS

12.i.1 – Creamer-Sanzari, a Joint Venture and the Proposer Team Members do not have any instances in the last five (5) years on any projects that meet the criteria laid out in 12.i.1.

12.i.2 - Creamer-Sanzari, a Joint Venture and the Proposer Team Members do not have any instances in the last five (5) years on any projects that meet the criteria laid out in 12.i.2.

12.i.3 - Creamer-Sanzari, a Joint Venture and the Proposer Team Members do not have any instances in the last five (5) years on any projects that meet the criteria laid out in 12.i.3.

12.ii - Creamer-Sanzari, a Joint Venture and the Proposer Team Members have not been involved in any bankruptcy or insolvency proceedings, or any of the other items identified in section 12.ii. As per our Financial Narrative in section 11, CSJV and AECOM are both financially sound, long-standing, reputable companies that are uniquely and fully equipped to complete the project.

12.iii – As the answers to 12.i.1, 12.i.2, 12.i.3 and 12.ii all indicated that we do not have any items that meet those criteria, there are no unresolved or pending items or items subject to litigation, arbitration or other formal dispute resolution proceedings to identify.

- ENVELOPE #2 – ACKNOWLEDGEMENT OF ADDENDA FORM -

The bidder acknowledges receipt and incorporation into this bid of the following Addenda:

Addendum Number:	1	2	3		
Addendum Date:	11/20/2024	11/22/2024	11/27/24		

By: **Creamer-Sanzari, A Joint Venture**
Name of Bidder

Signature

Jason Newman, Designee
Type or Print Name and Title

101 E. Broadway, Hackensack, NJ 07601
Business Address

201-488-9800
Telephone

Date: **December 6, 2024**

- ENVELOPE #2 – PRICE PROPOSAL FORM -

PRICE PROPOSAL FORM

for

LUMP SUM BID

to

New Jersey Sports and Exposition Authority

for the following:

Contract Number: **NJSEA Project No. PS/CN 295**

Contract Name/Description: **Meadowlands North Pedestrian Bridge**

Address: **50 State Route 120, East Rutherford, NJ**

Bid of

Creamer-Sanzari, A Joint Venture [redacted]

(Bidder's Name) (Bidder's Federal I.D. #)

a corporation organized and existing under the laws of the State of _____

or a limited liability company organized and existing under the laws of the State of _____

or a partnership or joint venture consisting of **New Jersey**

_____

A. Bid Form Submission:

The Bidder shall complete and execute this Bid Form and enclose it in a sealed and clearly marked and properly identified envelope with all other required bid documents.

The bidder must submit its sealed Bid Form to New Jersey Sports and Exposition Authority ("NJSEA") in accordance with the terms listed in the Instruction to Bidders or modified by Addendum. See Instructions to Bidders and all Contract documents.

B. Price

1. The undersigned, as Bidder, declares:

- That this Bid Form is made, without collusion with any other person, firm or corporation;
- That the bidder has carefully examined the form of the Project Manual, Invitation for Bids, Contract / Form of Contract, Instructions to Bidders, Addenda, Specifications, Plans and all other Contract Documents;

- That the Bidder has carefully examined the locations, conditions and classes of material for the proposed work; and
- That the Proposer agrees that it will provide all necessary research, analysis, consulting, calculations, designs, machinery, and all other means of design and construction and will complete the SOW called for in the RFP Documents in the manner therein prescribed.
- That the bidder agrees that it will provide all necessary machinery, tools, apparatus and other means of construction and will do all work and furnish all the materials called for in the Contract Documents in the manner therein prescribed.

2. In submitting this Bid Form, the Bidder agrees:
   - That NJSEA has the right to reject this Bid in accordance with the Instructions to Bidders.
   - To hold this Bid open for a period of one-hundred-twenty (90) calendar days from the date of the Bid Submission.
   - To accomplish the work at the price bid, in accordance with the Contract Documents.
3. Bid Total Price:

   Total amount for the furnishing of all services, labor, materials, equipment and appliances required in conjunction with and properly incidental to all work, in conformance with all Contract Documents.

   In case of a discrepancy between the amount shown in words and the amount shown in figures, the amount shown in words shall govern.
4. Alternates:

   None / Not Used

- ENVELOPE #2 – PRICE PROPOSAL FORM -

LUMP SUM BID TOTAL PRICE: Thirty Three Million, Eight Hundred Twelve Thousand, Four Hundred Ninety Five Dollars and Zero Cents

(In Words)

$ 33,812,495.00

(In Numbers)

LUMP SUM BID TOTAL PRICE broken down as follows: ***(Complete Column "C" in table below)***

See all Contract documents, descriptions, scopes and requirements.

A Item Number	B Description	C Total
1	North Pedestrian Bridge Comprehensive Design and Engineering Services	$ 3,750,000.00 (in numbers)
2	North Pedestrian Bridge Construction Services	$ 30,062,495.00 (in numbers)
	Lump Sum Total Price +→	$ 33,812,495.00 **(in figures)**

\+ Lump Sum Bid Total Price = Sum of (Item No. 1 Total through Item No. 2 Total.

C. CERTIFICATION

1. That all information provided herein is accurate and truthful.
2. That the bid has been executed with full authority to do so; that the bidder has not directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free, competitive bidding in connection with these projects; and that all statements contained in this bid and in this certification are true and correct and made with full knowledge that NMSC rely upon the truth of the statements contained in this bid and in the statements contained in this certification in awarding the contract for the projects.
3. That neither the bidder nor its principals:

   A. are currently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from bidding or contracting by any agency of government including but not limited to federal, state, regional, county or local government agency, in this or any other state including any department, division, commission, authority, office, branch, section and political subdivision or other governmental or quasi-governmental entity;

B. have, within a three-year period preceding this bid, been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public federal, state or local contract; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

C. are currently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in paragraph (B) of this certification; and

D. have, within a three-year period preceding this bid, had one or more public contracts (federal, state or local) terminated for cause or default.

4. The Bidder has, or will subcontract to firms having, current, valid contractor or trade licenses and permits required under applicable New Jersey laws for any trade or specialty area in which the firm seeks to perform work.

5. During the term of construction of the projects that comprise this package, the contractor will have in place a suitable quality control and quality assurance program and an appropriate safety and health plan.

6. The amount of the Bid and the value of the Bidder's outstanding incomplete contracts does not exceed the firm's existing aggregate rating limit.

7. The undersigned understands and agrees with the terms and conditions contained within the Form of Contract and Instructions to Bidders.

8. Where the bidder is unable to certify to any of the statements in this certification, the bidder shall explain below.

_____

_____

_____

_____

_____

- ENVELOPE #2 – PRICE PROPOSAL FORM -

IN WITNESS WHEREOF, the bidder has caused this instrument to be signed, attested to and sealed.

Bidder: **Creamer-Sanzari, A Joint Venture**
(Legal Firm Name)

By: _____ **Jason Newman**
(Signature) (Printed or Typed Name)

Title: **Designee**

E-mail Address **Daniel.fowler@jfcson.us**

Address: **101 E. Broadway** Telephone No. **201-488-9800**

Hackensack, NJ 07601 Fax No. **201-488-0587**

Date: **December 6, 2024**

Witness: _____

Printed or Typed Name: Daniel Fowler, Designee

Date: **December 6, 2024**

- **END OF PRICE PROPOSAL FORM**

Christopher Mabie

General Safety Superintendent

CREAMER - SANZARI JMS A JOINT VENTURE



Bachelor of Science, Criminal Justice, University of Scranton

Certifications:

- OSHA 40
- OSHA 30
- Confined Space
- PSE&G Transformer Entry
- PSE&G High Voltage & Substation Awareness
- JCP&L Switching & Tagging
- Asbestos Awareness
- Qualified Electrical Worker

Christopher's professional career has all been within J. Fletcher Creamer & Son, Inc. He joined the company in 1999 as a Project Engineer. As Project Engineer he gained valuable experience in the utility side of construction, particularly in fiber optics, electrical distribution, and transmission. He was promoted to Superintendent in 2007. As Superintendent he has been involved with several major Creamer clients including PSE&G, JCP&L, Orange & Rockland, NJDOT, and DEP. Along the way he has furthered his experience in construction projects involving marine, solar, deep foundations, and various support of excavation projects. He earned a promotion to General Superintendent in 2015. In 2022 Chris was offered the opportunity to pursue his passion for safety as the General Superintendent of Safety for the Creamer Companies.

Christopher actively supplements his construction operations responsibilities with comprehensive and extensive safety training. He has earned certification in OSHA 30, OSHA 40, Confined Space Entry, and Asbestos Awareness. He has also been trained in PSE&G High Voltage and Substation Awareness, PSE&G Transformer Entry (Train the Trainer), JCP&L Switching and Tagging, and Qualified Electrical Worker Training. He is currently enrolled in the OSHA 510. He also maintains an active professional continuing education regimen including certification from The American Concrete Institute (ACI-NJ Concrete Construction Technology). Additional, ACI credits include Reinforced Concrete Design Basics, Hot & Cold Weather Concreting, and Troubleshooting Concrete. In addition, his diverse training also includes the following continuing education credits: ADSC Field Managers Training School, ADSC Anchor and Micropyle School, FMI Achieving Operational Excellence, and PDCA Pile Driving Professional Development Course.

PSE&G Orange Heights Switch Station, Orange, NJ, PSE&G. The construction of a new power switch station including a 3 story, 70-foot-high GIS building (structural steel & precast erection & mass concrete placement) (32) 8' diameter caisson drilled shafts for 50' high precast perimeter wall. (410) H Beam pile installation at 30' depths support for misc. concrete foundations. Electrical manhole and conduit installation.

Christopher Mabie

General Safety Superintendent

CREAMER - SANZARI

JMS

A JOINT VENTURE

ACI Education Hours:

- ACI-NJ Concrete Construction Technology
- Reinforced Concrete Design Basics
- Hot and Cold Weather Concreting
- Troubleshooting Concrete Construction
- 24 years of experience

PSE&G Madison St Substation, Hoboken NJ, PSE&G. Substation conversion from 4kV to 230kV. The project included the demotion of the existing 4kV substation and environmental cleanup and disposal of PCB soils on neighboring property for the station expansion. New station work included a 2 story, 70-foot-high GIS building (structural steel & precast erection & mass concrete placement & meticulous architectural elements). 300 Pipe pile installation at 100′ depths support for misc. concrete foundations. Major dewatering efforts were in affect for this job due to the depths of the new infrastructure versus the existing water table.

Port Jervis Substation, Port Jervis, NY, Orange and Rockland. Remove and replace a 1920s substation. Perform lead abatement and remove existing foundations, structural steel, and electrical equipment. Utilize traffic control, road closures, and wood shoring to construct concrete reinforced duct banks containing (60) 4″ diameter conduits 20′ below active roadway. Rock excavations greater than 15′ deep and installation of various concrete foundations including (5) 20′ deep 5′ diameter drilled shaft foundations and (2) transformer containment pits. Install (658LF) of up to 15′ tall block retaining walls and apply fiber reinforced shotcrete to (5,600SF) of an exposed native rock wall. Set various structural steel, (2) transformers and (1) switchgear. Site work included underground detention basins, storm drainage, asphalt roadways, and landscaping.

PSE&G Newark Switching Station, Newark, NJ, PSE&G. The construction of a new 345kV power switching station including a 2 story GIS Building, Electrical Basement Vault, and Transformer Bays with multiple Transformers & Reactors. The installation of this switching station included multiple structural steel member installations, precast wall panel erections, mass rebar & concrete placements, (2) large bridge crane installations, (9) electrical transmission/distribution manholes with electrical PVC conduit, new stormwater detention system, utility tie ins for water, sewer, & storm, (87) drilled shafts of various widths & depths for a site wide perimeter wall with architectural metal panels toping precast panels. This project also included various other heavy civil activities such as abatement/demolition of existing structures, sheeting & h-pile installation for excavation support, & pile driving.

Drew Terpenning
Senior Superintendent

CREAMER - SANZARI
JMS
A JOINT VENTURE

Mr. Terpenning serves as a Senior Superintendent with J. Fletcher Creamer & Son, Inc. Prior to joining Creamer he worked for Conti Group as a Superintendent.

Mr. Terpenning joined Creamer in 2016 as a Superintendent and was promoted to his current position of Senior Superintendent in 2018. Mr. Terpenning has a wide range of experience in many areas of construction, specializing in the heavy civil line of business. He continues to play a major role leading successful teams for some of Creamer's largest clients. His attention to detail and expertise makes him an invaluable resource for our teams.

Hybrid Sign Structure Installations, Various Locations, NJ, New Jersey Turnpike Authority. Superintendent on project involving installation of 28 hybrid sign structures from New Brunswick to Ridgefield on the NJ Turnpike. Major operations included self-performed installation of 130 drilled shafts, erection of sign structures weighing as much as 140,000 pounds, temporary and permanent sheet pile installation, drainage, milling/paving, and general roadwork. All work required extensive traffic control and coordination with Turnpike Operations as well as numerous other active Turnpike contracts.

Rt 120 over Rt. 3 Bridge Rehabilitations, East Rutherford, NJ, New Jersey Department of Transportation. Superintendent on project which called for superstructure replacements of two bridges crossing over Route 3. Both bridges had to be completed in stages, and the project team successfully eliminated a full stage from each bridge which significantly compressed the overall schedule. One bridge was traditional cast-in-place while the other bridge was made up of precast panels with Ultra High Performance Concrete closure pours.

Rt. 46 Hackensack River Bridge Rehabilitation & Pump Station, Little Ferry, NJ, New Jersey Department of Transportation. Superintendent on project which involved superstructure demolition and reconstruction of an existing historic bascule span bridge, the reconfiguration of a traffic circle into a 4-way intersection, as well as roadway utility and paving upgrades, including the construction of a storm water pump station. Pump station was constructed on steel H-piles in a sheeted cofferdam adjacent to an existing highway. To limit loading to the existing substructure of the bridge, cast-in-place exodermic panels were utilized for the new superstructure to provide a lighter but stronger bridge deck section.



Bachelor of Arts, Economics, Drew University

Master of Science, Environmental Engineering, New Jersey Institute of Technology

Certifications:

- 10-Hour OSHA Construction Safety
- 40-Hour OSHA HAZWOPER
- CPR Certified
- SWAC Certified
- Qualified Rigger & Signalman
- Aerial Lift Operator Certified
- 12 years of experience

NJTA Easterly Hackensack Bridge Rehabilitation, Secaucus, NJ, New Jersey Turnpike Authority. Superintendent on project that involved a full superstructure replacement and substructure rehabilitation of a 1-mile bridge spanning the Hackensack River on the Eastern Spur of the NJ Turnpike. Work included bridge deck demolition and replacement, substructure spall repairs, structural steel repairs and replacement, seismic bearing installation, marine fender rehabilitation, and the blasting and painting of all remaining structural steel.

Nelson R. Sanchez, Jr.

Project Executive

CREAMER - SANZARI JMS A JOINT VENTURE

Mr. Sanchez currently serves as a Project Executive for J. Fletcher Creamer & Son, Inc. He joined Creamer in 2022 with over 18 years of experience in various roles including Project Engineer, Field Superintendent, General Superintendent, Project Executive, and Project Manager. Mr. Sanchez is responsible for the overall administration of construction projects. He develops project schedules and prepares contractually required documents. Additionally, he acquires materials and tracks production. Mr. Sanchez brings a wealth of knowledge to Creamer and is already making a major impact with some of our biggest clients.

Replacement of Jones Road Over Route 4, Englewood, NJ, New Jersey Department of Transportation. Senior Project Manager on project whose scope consists of the full replacement of the 202' long Jones Road Bridge over Route 4. Complete removal and replacement of the deck, floor beams, stringers, piers, and abutments. Approximately 6,000 CY of rock removal and rock bolts will be required to accommodate the new set back abutments. Installation of temporary sheeting and a strongback support system will be needed to reconstruct the new bridge in phases. Architectural balustrade parapets will also be constructed, along with relocating 4 active utilities - which include water, gas, electrical and communications. New lighting will be installed throughout the project.

Replacement of Old Tappan Road Bridge, Rivervale & Old Tappan, NJ, County of Bergen. Senior Project Manager on project whose scope consists of the full replacement of the Old Tappan Road Bridge, the relocation of an existing gas main to a proposed utility bay under the south side of the bridge, the relocation of two PSE&G utility poles, and associated drainage/utility improvements. The new bridge will be a traditional 27-inch-thick prestressed concrete spread box beam single span superstructure on cast-in-place reinforced concrete abutments founded on a deep H-pile foundation. The cast-in-place foundation and abutment construction will be aided by the installation of temporary cofferdams.

Portal North Bridge Project, Kearny & Secaucus, NJ, New Jersey Transit Corporation. Senior Project Manager on project whose scope consists of the installation of electrical conduit and manholes, telephone conduit and manholes, water main, valves and hydrants, and over 850-feet of reinforced concrete pipe with seven (7) inlets for a drainage system. The project also includes the construction of a detention basin which includes over 500-feet of permanent sheeting pile wall, specialized drainage, and outlet structures. Parking lot expansion with a full pavement box, precast drain, milling, and paving is also included.



Bachelor of Engineering, Stevens Institute of Technology

Certifications:

- 30-Hour OSHA Construction Safety
- 10-Hour OSHA Construction Safety
- 19 years of experience

Professional Affiliations:

- Society of Mining Engineers
- Society of Hispanic Professional Engineers
- American Society of Civil Engineers
- Associated Construction Contractors of NJ
- General Contractors Association of NY

Nelson R. Sanchez, Jr.

Senior Project Manager

CREAMER - SANZARI JMS A JOINT VENTURE

Parkway Bridge Deck and Superstructure Reconstruction, Woodbridge Township, NJ, New Jersey Turnpike Authority. Senior Project Manager on project whose scope consists of the installation of the installation of 24,000-feet of 14-inch concrete filled steel pile piles, 15,400 square feet of temporary sheeting pile wall, four (4) overhead span and cantilever sign support structures along with their associated 48-inch/54-inch drilled shafts, over 1,750 square feet of sign panels and more than 3,650-feet of beam guide rail along with end treatments.

Emergency Contract – Collapsed Steel Sheet Pile Wall & Replacement, Avenel, NJ, Rahway Valley Sewerage Authority. Senior Project Manager on project whose scope consists of site clearance, the removal of 110-feet of existing steel sheeting wall along the Rahway River, the installation of 110-feet of King Pile Wall System, the installation and maintenance 220-feet of a sewer bypass system, replacing 125-feet of 30-inch ductile iron pipe sewer main.

Safety Training Certifications:

- 40 HR HAZWOPER
- AMTRAK On-Track Safety Training
- Safety Training
- MTA On-Track Safety Training
- NJ Transit Track Safety Training
- Rigging
- NYC/DOB 4-Hour Supported Scaffold Certification
- Certification of Fitness for Explosives Loader

Bridge Deck Reconstruction & Miscellaneous Structural Improvements, Newark & Jersey City, NJ, New Jersey Turnpike Authority. Project Executive on project whose scope consists of deck removal and reconstruction, removal and replacement of deck joints, replacement of fascia parapet and median barriers, wingwall modifications, roadway lighting and drainage improvements, tie chord redundancy retrofit, structural steel repair and retrofit, repainting of tie chords, splash zone repainting of structural steel, substructure membrane waterproofing, removal of shoulder use temporary lane control system, pavement striping, emergency and routine repairs under cost plus compensation, maintenance and protection of traffic measures and other incidental work.

Pulaski Contract #2 - Rehabilitation of the Hoboken Viaduct & Conrail Viaduct, Jersey City, NJ, New Jersey Department of Transportation. Project Manager on project whose scope consists of reconstructing the 3,150 foot long Hoboken Viaduct along with 7 cross street bridges in their entirety. Complete removal and replacement of the deck, floor beam, stringers, columns, and abutments. Installation of 1,400' of temporary sheeting pile wall. Prefabricated deck panels and architectural balustrade parapets will be constructed, along with relocating 22 active utilities - which include water, gas, electrical and communications, new traffic signals. Lighting, ITS, CCTV, WIM facilities will be installed. The 590-foot-long Conrail Viaduct is comprised of concrete encased steel members. Construction will include deck replacement with high early and rapid setting LMC, bearing replacement, removal of concrete encasement on truss members, cleaning, painting, steel repairs and rivet replacement. A moveable barrier system will be utilized to maintain traffic flow.

Perry Kasturas

Senior Safety Superintendent

CREAMER - SANZARI JMS A JOINT VENTURE



Mr. Kasturas works for J. Fletcher Creamer & Son as a Safety Superintendent. With over 20 years of experience, he is committed to ensuring the safest working conditions for every man and woman on every job site. Mr. Kasturas has worked heavily on projects in the utility side of construction for several of Creamer's biggest clients. Mr. Kasturas holds several designations allowing him to train crews.

Bayonne Energy Center, Bayonne NJ PSE&G & PSEG. Safety Superintendent on a this project. Remediation of the site due to hazardous soil (HAZWOPER) was a constant requirement throughout this project. This included monitoring the site and its employees which numbered up to 125 skilled tradesmen and women. Construction of large transformer pads included excavation, shoring, formwork, and large concrete pours. Several critical crane lifts were performed to set transformers and large exhaust stacks on this project. Subcontractor oversight and coordination was also provided for the project.

Roseland 500KV Transmission Line PSE&G. Safety Superintendent on a project whose scope included expanding the existing substation foundations and footings along with the installation of prefabricated blast walls. Daily operations consisted of excavating/form work installation and concrete pouring for the installation of footings and foundations and the associated duct banks and erection of transformed blast walls with a crane. Subcontractor oversight and coordination was also provided for the project.

Rt 3. Bridge Overpass, Passaic River, Passaic NJ NJDOT. Demolition of existing bridge and construction of a new bridge and adjacent roadways. Traffic controls were a major part of this project as the traffic flow needed to be maintained to allow for the heavy volume in this area. New road construction and existing road rehabilitation involved many utilities being updated and/or new utilities being installed on this project. This included several different types of shoring which included trench boxes, slide rail shoring, timber shoring as well as sloping and/or benching. Coffer dams were constructed which required pile sheeting to be driven with suspended crane mounted vibratory hammers. Challenges included lead paint on existing bridge demolition, several a-typical fall protection applications and silica exposures that required planning and controls. Subcontractor oversight and coordination was also provided for the project coordination was also provided for the project.

Certifications:

- OSHA 500 Outreach Trainer
- Traffic Control Coordinator (TCC)
- OHSA 30- Hour Construction Safety Certification
- Hazwoper 40 hour Trained
- First Aid and CPR
- Asbestos Awareness
- Hazard Communication
- Confined Space Entry
- Personal Protective Equipment
- Certified Respiratory Fit Tester
- Scaffolding
- AGC 8-Hour Fall Protection
- AGC 8-Hour Focus Four Training
- Fall Protection
- Fall Protection Competent Inspector
- Accident Investigation
- Rigging and Load Control
- Trenching / Excavating
- NJ Transit Trained
- The Port Authority of NY & NJ
- SWAC Certification
- Powered Industrial Truck Certified Trainer
- 28 years of experience

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Christopher Menge, PE – Project Manager/ Project Engineer

Higher Education: Bachelor of Science Civil Engineering – 2017 New Jersey Institute of Technology

Professional License(s): Professional Engineer –NJ License - 2022

Certifications / Skills:

- OSHA 30
- Registered Nevada Engineering Intern
- ACI Concrete Construction Technology
- AGCA- Highway Workzone Safety Training
- Confined Space
- AutoCAD & AutoSPRINK
- Procore Certified Engineer
- Advanced understanding of BlueBeam Revu, Procore, Microsoft Office Suite
- Proficient in Primavera P6 and Expedition and Eclipse Project Manager
- Budgeting and forecasting

Mr. Menge currently serves as a Project Manager for Joseph M. Sanzari, Inc. He re-joined Sanzari in April of 2021 returning home to NJ after a four-year stint in Las Vegas where he served in role as a designer and project manager for Statewide Fire Protection and Maile Concrete. He gained valuable experience in vertical construction for piping systems, elevated concrete decks and ramps, and architectural features.

When Mr. Menge returned in April of 2021 he was assigned as the Project Manager for the reconstruction of Rt 22/82 Interchange over the Garden State Parkway. The scope of work included staged construction for the replacement of two new overpasses, construction of approach retaining walls; utility relocations, deep sheeted foundations for overhead sign structures; pedestrian improvements along Rt 82, and paving.

Mr. Menge's professional career started working for Creamer-Sanzari, JV from 2010 to 2017 as a Project Engineer working on multiple projects ranging from $2m to $40M. The projects consisted of heavy civil construction with extensive bridge construction.

Significant Projects:

NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M) - Project Manager

NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M) – Project Engineer

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Joseph Vavrence, PE – Senior Project Manager

Higher Education: Bachelor of Science Civil Engineering – 1996 Rutgers University

Professional License(s): Professional Engineer –NJ License No. 24GE04344500

Safety Certification(s): OSHA 30

Mr. Vavrence currently serves as a Senior Project Manager for Joseph M. Sanzari, Inc. He Joined Sanzari in April of 2007 after 11 years of heavy civil design experience and construction management with HNTB Corporation. Mr. Vavrence is assigned to manage and oversee large complex bridge projects in highly congested traffic areas. Mr. Vavrence is highly respected by the NJDOT and NJTP for his extensive knowledge of deep foundations, concrete foundations, steel erection, and maintenance and protection of traffic.

In the 18 years, Mr, Vavrence has been with Sanzari he has managed well over $1B of heavy construction projects for both Creamer-Sanzari, JV and Jospeh M. Sanzari, Inc.

Significant Project Experience:

- NJDOT – Rt.3 between Rt.17 & Main Ave (CSJV project #10-1796 – approx. total value $160M)
- NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M)
- NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M)
- NJDOT (CSJV#07-4033) – Rt. 17 Essex St. (CSJV project – approx. total value $35M)
- NJ Turnpike Auth (JMS #20-017) – 16/18E Express EZ-Pass Improvements (approx. total value $22M)
- NJ Turnpike Authority (CSJV# 08-2193) – 16W Ramp Improvements (approx. total value $42M)
- NJ Turnpike Authority (CSJV# 14-2800) – Interchange 15W & 16W improvements ($13M)

JOSEPH M. SANZARI INC
100 West Franklin Street, Hackensack, New Jersey 07601
201-342-6895 • Fax: 201-343 - 5220 • jmsanzari.com

Joseph Sanzari, Jr. – General Superintendent

Higher Education: Bachelor of Arts – Felician College, 1996

Trade: Local 825 Operators

Safety Certifications: OSHA 30

Mr. Sanzari, Jr. has been with Sanzari since his high school days. He has grown up in the business learning every aspect of heavy construction. Joseph has served as a Superintendent on all facets of civil construction and was a former certified traffic control coordinator (TCC).

In 2020, Joseph was promoted to General Superintendent overseeing all the Sanzari Superintendents including managing manpower, scheduling and staging of materials, overseeing our fleet of approximately 1,000 assets. Joseph played a key role in coordinating and managing the construction of the grandstand demolition. Joseph has also served as one of the key liaisons with our Creamer-Sanzari, Joint Venture.

Significant Project Experience:

- NJSEA – Grandstand Demolition - 2022
- NJDOT – Rt.3 between Rt.17 & Main Ave (CSJV project #10-1796 – approx. total value $160M)
- NJDOT – RT. 22&82 & Morris Ave (JMS project 21-031 - approx. total value $50M)
- NJDOT (CSJV#15-5397) – Rt. 46 Contract A (CSJV project – approx. total value $60M)
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