

Shereaf Youssef

President

Senior Vice President/Senior Director of Scheduling, Risk and Claims

Res Judicata For Claims Preclusion, Forensic Expert in Justiciable Defense for (Prima Facie, Post De Facto, Equitable Estoppel In Pais) Construction Claims, Treble Damages Under The Civil FCA With Qui Tam Provisions, Claims Resolution, Case Strategy, Issue Analysis, Establishment Of Causation, Cost Recovery, Damages Assessment, Schedule And Delay Analysis, Litigation Support, Expert Witness Testimony, Quantitative Risk Analysis, Qualitative Risk Analysis, Beta Risk Assessment, Risk Mitigation, Duces Tecum Subpoenas, Interrogatories & Depositions For Construction Litigation & Training Programs As Well As Other Management Support
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Chronology:

Logistics and Planning: Shereaf has a strong foundation in logistics and planning, which includes the organization, coordination, and management of resources, schedules, and activities to ensure the successful execution of projects.

CPM Scheduling: Shereaf is experienced in Critical Path Method (CPM) scheduling, a technique used in project management to plan and control project activities, ensuring that the project is completed within the specified time frame.

Earned Value Management (EVM): Shereaf understands earned value management, a project management technique used to assess a project's performance and progress by integrating scope, schedule, and cost measurements.

Risk Management: Shereaf has significant expertise in risk management, including identifying potential risks, conducting risk analysis, and implementing strategies to mitigate and monitor risks throughout the project lifecycle.

Program/Project Management: Shereaf has managed capital program portfolios worth billions of dollars annually, demonstrating his proficiency in overseeing large-scale projects and programs.

Construction Claims/Dispute Resolution: Shereaf is a pioneer in construction claims and dispute resolution. He offers services related to claims resolution, case strategy, issue analysis, causation establishment, cost recovery, damages assessment, and schedule and delay analysis.

Advanced Cash Flow Analysis: Shereaf is skilled in performing complex cash flow analysis, which involves assessing the timing and amount of cash flows in a project or business.

Risk Analysis and Simulation: Shereaf is experienced in risk analysis techniques such as Monte Carlo simulations and Latin Hypercube Simulations to model and assess the potential impact of uncertainties on project outcomes.

Expert Witness Testimony: Shereaf provides expert witness testimony, which involves presenting his professional opinions and analyses in legal proceedings related to construction disputes.

Technology Solutions and Systems Integration: Shereaf has expertise in deploying technology solutions and integrating systems to enhance project management and streamline processes.

CPM Stress Analysis: Shereaf is familiar with stress analysis techniques applied to CPM schedules, which can help identify potential points of failure or areas of concern in project schedules.

Statistical Analysis and Modeling: Shereaf has knowledge of statistical techniques such as goal seek, sensitivity analysis, and maximum likelihood estimators, which are used to analyze project data and assess uncertainties.

Construction Dispute Prevention: Shereaf offers services to prevent construction disputes through training programs, claims prevention strategies, and effective risk management practices.

Forensic Schedules and Dependency Modeling: Shereaf is capable of building and analyzing forensic schedules, as well as creating dependency models. These tools help in identifying critical paths, understanding project interdependencies, and optimizing project timelines.

Training and Workshops: Shereaf's expertise extends to conducting training programs, which demonstrates his willingness to share knowledge and enhance industry expertise.

Proficiency in Software Applications:

Primavera P6	Prism PM	Oracle Risk Manager	Microsoft Project	Acumen
Primavera P6 EPPM	Palisade @RISK	Delttek Cobra	Monte Carlo Simulation	Latin Hypercube Simulations.

Citizenship:

United States of America

Education:

B.S. Structural Engineering, 1986-1991 Alexandria University, Egypt (155 Credits)

DOMAIN PROFUNDITY: 32 Years of Experience in the following sectors:

Pharmaceutical Hospitals	CSP/Solar (Tonopah)	Advanced Nuclear SMR	Advanced Vehicles	Biofuels
Carbon Management	Critical Materials	EV Charging	Hydrogen	Offshore Wind
Transmission	Storage	Virtual Power Plants	Airports	Bridges
Renewable Power Plants	Water Tunnels	Rail and Transit	Utility Infrastructure	Tunnel Ventilation
Federal Buildings (GSA)	Highways	Cable and Mapping	Drainage and Irrigation	Schools
Underground Subways (TBM)	Cable and Mapping	High Pressure Water Mains	Sanitary & Storm Sewers	Public Works

DETAILED PROJECT EXPERIENCE:

United States Department of Energy, Washington, D.C.
Senior Consultant/ Enterprise Architect/Subject Matter Expert

May 2023 - Present

LPO is the Program Office responsible for identifying, structuring, underwriting, approving, funding, and monitoring the DOE's various national programs that aim to accelerate the strengthening of our energy infrastructure and clean energy transition, including but not limited to the recently funded IRA and BIL legislation that appropriates nearly \$750 billion. Under various legislative programs that are more commonly known and Title 17, CIFIA, Tribal Energy and ATVM, LPO allocates funding support to enable technologies to improve, modernize and expand our nation's energy supply and infrastructure. **\$750 Billion.**

Responsibilities:

1. Developing system solutions for the Dept of Energy Loan Program Office's Quicksilver suite of Applications including, but not limited to Graphite Studio Control Tower, MIRS, Dynamics CRM and other secondary systems, digital applications, and Primavera P6.
2. Developing the Schema for the following Tech Sectors:
 - 01 - CSP / Solar
 - 02 - Advanced Nuclear
 - 03 - Advanced Vehicles & Components
 - 04 - Biofuels
 - 05 - Carbon Management including 05.10 - Parabolic Trough
 - 06 - Critical Materials
 - 07 - EV Charging
 - 08 - Hydrogen
 - 09 - Offshore Wind
 - 10 - Storage
 - 11 - Transmission
 - 12 - Virtual Power Plants
 - 13 - Renewable Energy
 - 14- Photovoltaic Battery Energy Storage
3. Develop the following analysis for all projects under the Tech Sectors:
 - Schedule Management (Milestones, WBS, Responsibility (Ball in Court), Longest Path Status, 4-Weeks Lookahead, Delays)
 - Resource Control (Earned Value Cost Sheet in \$ vs Actual Cost, Earned Value Resource Sheet in Hours vs Actual Hours, Cost Variance Schedule Variance)
 - Key Performance Indicators KPIs (Cost Performance Index (CPI), Schedule Performance Index (SPI), Critical Path Length Index: (CPLI), Baseline Execution Index: (BEI), Current Execution Index: (CEI)
 - Risk Management (Risk Register, Qualitative Risk Analysis, Quantitative Risk Analysis, Scatter Plot, Distribution Graph, Percentile Analysis)
 - Change Management & Violations (Estoppel Violations and De Jure Rectifications)
- Projects: Mostly funded by President Biden's Bipartisan Infrastructure Law:

Project Name	Solicitation	Technology Sector	State	Project Cost	Scope
Viejas Enterprises	Tribal Energy	Photovoltaic / Battery Energy Storage	California	\$31Million	This project involves the development of a microgrid in Alpine, California.
ENTEK	ATVM	Component Manufacturer	Indiana	\$7 Billion	Lithium battery manufacturing facility in Terre Haute, Indiana
SK Siltron	ATVM	Component Manufacturer	Michigan	\$1.1Billion	Manufacturing and R&D capabilities of advanced materials for electric vehicles
Project Horizon (RIVIAN)	ATVM	Component Manufacturer	Georgia	\$2Billion	Manufacturer of Rivian EV Vehicle Factory
Blue Oval SK Kentucky 1 & 2	ATVM	Component Manufacturer	Kentucky	\$5.8Billion	This project involves the construction of two large EV battery gigafactories
Blue Oval SK Tennessee	ATVM	Component Manufacturer	Tennessee	\$2.3Billion	This project involves the construction of a new lithium-ion battery cell manufacturing plant in Spring Hill
Cellink Factory	ATVM	Component Manufacturer	California	\$130 Million	Manufacturing facility to produce flexible circuits used in electric vehicles and battery storage units
Syrah Vidalia	ATVM	Critical Material	Louisiana	\$539 Million	Syrah expanded its Vidalia facility to 45,000 t/y, inclusive of the 11,250 t/y production capacity
Ultium Michigan	ATVM	Advanced Vehicles & Components	Michigan	\$2.6 Billion	Building a new lithium-ion battery cell manufacturing facility in Lansing, Michigan
Ultium Tennessee	ATVM	Advanced Vehicles & Components	Tennessee	\$2.3Billion	Building a new lithium-ion battery cell manufacturing facility in Spring Hill, Tennessee
Ultium Ohio	ATVM	Advanced Vehicles & Components	Ohio	\$2.3 Billion	Building a new lithium-ion battery cell manufacturing facility in Ohio
ACES Delta	Title 17	Renewable Energy Systems	Utah	\$1 Billion	Building a Giant Utah Salt Cavern Hydrogen Storage
Vogle	Title 17	Advanced Nuclear	Georgia	\$30 Billion	Plant Vogle is a four-unit nuclear power plant located in Burke County

CPS Tower with Storage	Title 17	Concentrated Solar Power	Arizona	\$800 Million	Concentrating solar power (CSP) technologies capture the heat of the sun to drive a thermoelectric power cycle uses parabolic trough collectors.
PV Project	Title 17	Renewable Energy Systems	Arizona	\$1.2 Billion	Building a manufacture facility Photovoltaics (PV) for the conversion of light into electricity using semiconducting materials

WSP, Morristown, NJ
Senior Vice President

September 2019 – January 2023

Intercontinental Science Pertaining CPM Schedule, Forensic Claims, EVM, and Risk Management

Forensic Delay Expert for the NYCT Contract W-32366: 700/800 MHz Bus Radio System (BRS) for the New York City Transit Authority, \$250 Millions, Contractors: Parsons Transportation Group.

The ambit encompasses the creation, design, and implementation of a novel land mobile digital radio system, situated within the 700/800 MHz band, intended for employment by the Department of Buses (DOB) and the Metropolitan Transportation Authority (MTA) Bus. The undertaking extends to the enhancement of 6,250 preexisting buses and accompanying support vehicles through the integration of new mobile radio units, in addition to the supply of 1,250 portable radios. Within the framework, the envisioned radio system is to encompass the outfitting of a unified Bus Command Center (BCC) that shall serve both DOB and MTA Bus, while also entailing the establishment of requisite radio base station sites to facilitate the operation of the proposed radio infrastructure.

Responsibilities:

Crafted the counterargument in response to PTG's Notice of Equitable Adjustment Claim. Formulated the notice regarding the violation of Estoppel. Constructed a precise chronology of events. Devised a De Jure Rectification strategy for PTG Schedule Submittal Updates. Created the stipulation of settlement alongside the De Jure Rectification plan to rectify and eradicate the Estoppel violation.

Forensic Delay Expert for the Final Phases of Implementation for the Positive Train Control (PTC) Project, Client: NJ Transit, \$500 Millions FRA Funded Project. Contractors: Parsons Transportation Group, ALSTOM Signaling Inc & Siemens

The scope Including: installation of equipment on locomotives and cab control cars, installation of 326 miles of wayside equipment including radios, transponders and poles, as well as initiating PTC testing and employee training. Install PTC equipment on the remaining locomotives and cab cars and testing PTC technology throughout NJT's system. PTC systems feature computer-based communications and information technology designed to improve railroad safety. PTC will complement NJ TRANSIT's existing cab signaling system and Automatic Train Control (ATC) technology. NJ TRANSIT's PTC technology, the ASES II System, uses on-board sensors, digital radio communications, track transponders and fixed wayside signal systems to send and receive a stream of data. The PTC system consists of three main elements: Radio transponders and other equipment onboard locomotives or cab control cars; Antennas, transponders and other equipment along the railroad right-of-way (ROW); and Computer servers and systems for the Rail Operations Center (ROC). PTC's intraoperative communications allow the track, vehicles and the Rail Operations Center (ROC) to continually relay speed and location information to one another. PTC implementation requires the development of vehicle prototypes to test the new system while we concurrently retrofit our existing fleet. NJ TRANSIT's rail system includes 12 commuter rail lines, most operating on tracks shared with other freight and passenger railroads. On the heavily travelled Northeast Corridor (NEC), which belongs to Amtrak, a different PTC system is being implemented. Although functionally similar, the various PTC systems will need to communicate with one another. The coordination required to ensure interoperability with NJ TRANSIT's five tenant railroads, including the two largest (Conrail and Norfolk Southern), adds significantly to the complexity of the project. NJ TRANSIT must install, integrate and test: Communication systems; Hardware on locomotives and along the side of the track; and Software in the ROC, onboard the train and along the track. The purpose of the project is to enhance safety and to comply with The Rail Safety Improvement Act of 2008 as enacted by Congress, which requires all Class I railroads and passenger rail operators to implement a mandatory Positive Train Control (PTC) collision avoidance system.

Louis Berger Group, Morristown, NJ

June 2016 – September 2019

Construction Risk Manager for Second Avenue Subway Phase 2, NYC, Client: MTACC, \$6.6 Billion

Phase 2 extends into East Harlem to 125th Street and includes three new stations at 106th, 116th, and 125th Streets. Phase 2 provides direct passenger connections to the Lexington Avenue (4/5/6) subway line at 125th Street and an entrance at Park Avenue to allow convenient transfers to Metro-North Railroad. The stations are air tempered (cooled) and will have entrances with elevators and escalators. Each station will have above-ground ancillary buildings that house ventilation, mechanical, and electrical equipment. These will include space for possible ground-floor retail. Construction work will include: Modification and use of the existing tunnel sections beneath Second Avenue that were built in the 1970s, Cut-and-cover construction for 106th Street Station and 116th Street Station to connect to the existing tunnel sections, mined tunnel constructed below-ground using a Tunnel Boring Machine from Second Avenue at 120th Street to 125th Street near Lenox Avenue; mined construction of 125th Street Station and Excavation & above-ground construction for all station entrances and ancillary buildings

Responsibilities:

- (1) Attend Risk Workshop for FTA PMO Risk Assessment
- (2) Prepare and review of Pre-Assessment Adjustment, SCC Construction Work Package, Stripped Cost Estimate, Stripped Schedule, Adjusted Cost Estimate, Sponsor's Latent Contingencies, Standard Beta Range Factor, Bottom -Up FTA Risk Assessment, Beta Risk Factor Adjustment and Top Schedule & Cost Drivers including the Tornado and Distribution Graphs.
- (3) Implementation of FTA Monitoring Procedure 40c – Risk and Contingency.
- (4) Implementation of Bottom-Up Cost Risk Assessment utilizing the traditional Monte Carlo-based approach to risk quantification
- (5) Implementation of Top-Down Cost Risk Assessment – Beta Range Model – Utilizing broad parameters derived from historic project information.
- (6) Implementation of Standard Cost Category (SCC) Risk Assessment to calculate the Lower Bound SCC Cost Element Range Establishment and the Upper SCC Cost Element Range Establishment.

Accomplishments:

The Implementation of FTA Monitoring Procedure was done correctly to the limit that all Beta Risk Factors from the Top-Down Cost Risk Assessment approach was matching the Latin Hyper Cube Calculation of the Bottom-Up Cost Risk Assessment approach.

Claims and Schedule Manager for Charter Oak Bridge, Hartford, CT, Client: ConnDOT - District 1, \$213 Million

The I-91 Charter Oak Bridge Project includes two projects designed to reduce congestion and improve safety in Hartford, East Hartford, and Wethersfield.

- (1) Project 63-703 Relocation of I-91 NB Exit 29 and widening of I-91 NB and Routes 5/15 NB to I-84 EB Hartford and East Hartford
- (2) Project 159-191 Resurfacing, Bridge and Safety Improvements on I-91 Wethersfield and Hartford

The Proposed Construction Activities: Overall length = 3.1 miles, 6 widened bridges, 1 new 900' Exit 29 Bridge, 4,800 LF of retaining walls, 6,100 LF of I-91 widening, 4,200 LF of Route 5/15 widening, 40,000 SF of concrete pavement, 39,000 SF of noise barrier walls, Sections of Route 15, Airport Road and ramp

under the I-91 bridges will be lowered to accommodate the I-91 widening, Concrete Pavement Repairs, Bituminous Concrete Resurfacing, Median Reconstruction, Bridge Repairs/Improvements, Scour Remediation for Bridge No. 01460 over Wethersfield Cove, Roadside Protection and Safety Improvements, Drainage Improvements, Overhead Signing Upgrades and Illumination Upgrades.

Responsibilities:

- (1) Implement ITEM #0969030A - Project Coordinator Section to evaluate construction schedule according to ConnDOT Special Provision.
- (2) Development of Delays Claims Assessment Model
- (3) Implementation of Forensic Schedule Analysis and Forensic Performance Assessment
- (4) Implementation of Source Validation SVP 2.1 & SVP 2.2 for Baseline Schedule Selection, Validation, and Rectification and As-Built Schedule Sources, Reconstruction, and Validation (SVP 2.2)
- (5) Identification and Quantification of Discrete Delay Events and Issues
- (6) Schedule Updates: Validation, Rectification, and Reconstruction including Hindsight” Method & Blindsight” Method
- (7) Bifurcation: Creating a Progress-Only Half-Step Update.
- (8) Correcting the Contemporaneous Project Schedule for the Analysis.

Claims and Schedule Manager for CTDOT Project No. 301-182 New Haven Rail Yard Facilities Improvements – East End Connection, New Haven, CT, Client: ConnDOT - District 5, \$25 Million

Connecticut Department of Transportation (CTDOT) is revitalizing and expanding the existing New Haven Rail Yard (NHRY) into a state-of-the-art, coordinated facility that provides efficient and effective storage, dispatching, inspection, maintenance, and cleaning of rail cars. Located on approximately 74 acres of state-owned land that comprises the existing NHRY site, the Facilities Improvement Program is being undertaken as multiple construction projects.

Post De Facto Construction Claims Manager for the Port Authority of NY & NJ Task Order # 16 -15

Analyze and make recommendations on contractor claims, valued at approximately \$10 Million, working at Port Authority Bus Terminal (PABT) until the claim analysis is complete and/or until a settlement strategy has been determined.

1. Initial assessment: Review of contracts scopes, facility, files, issues and contractor’s initial submission.
2. Intermediate assessment: Starting immediately following Initial Assessment. Review of contractor’s claims based on documentation on record and develop strategy for going forward.
3. Final assessment: From end of Intermediate Assessment, review status of work and contractors final claim submissions w/ field office.

LOCATION - Reporting to the Engineer of Construction – TB&T Facilities, the individual will work primarily at the Port Authority Bus Terminal, (PABT), with some work in their home office as deemed necessary. They will also be required to attend meetings at the Port Authority Offices located at the World Trade Center, Port Authority Technical Center Jersey City, NJ as well as various other Port Authority facilities.

SWAC: Mr. Youssef was able to pass SWAC background check at a high level.

LAW: Mr. Youssef is a Forensic Expert in Justiciable Defense including:

- Notice Of Equitable Adjustment
- Res Judicata For Claim Preclusion
- Doctrine Of Equitable Estoppel In Pais
- False Claim Act
- Waiver Of Misrepresentation
- Treble Damages Under The Civil FCA With Qui Tam Provisions
- Post De Facto Construction Claims
- Quid Pro Quo for the waiver of Subrogation Clause

4. Accomplishments & Strategy:

*I believe the argument in favor of settlement through a phased structured negotiation, versus an arbitration or litigation, is clear. That being so, provided the parties did not insist on a total win-win outcome and, a negotiated settlement (under the aegis of change or variation) offers both parties large savings in time and money for Port Authority Bus Terminal Projects

*Contract administrators (CAs) for PABT contracting parties found themselves in prolonged contractual and legal arguments. Contractual provisions that lack certainty or are ambiguous are often the root cause of the arguments. On the one hand contractors argued that the full delay to critical activities was an owner responsibility and, on the other hand, Owner argued that contractors were contributing to the delay by failing to progress non-critical activities strictly in accordance with the accepted schedule. I was able to settle the matters in dispute and saved the owner the costs of arbitration when delay analysis had been contemporaneously agreed prior to completion.

5. Projects:

- BT-200.300 for PABT Construction Management Services – Improvements)
- WO#4 for Installation of Travel Time Readers at New Jersey Locations
- WO#8 for Replacement of 8th Ave. S. Wing Entrance/Exit Door
- WO#11 for Additional Parking in Lots D & E
- WO#15 for Replacement of Visual Paging System & Master Clock System
- WO#16 for Replacement of 8th Ave. North Wing Entrance/ Exit Doors
- WO#20 for Short Term Mitigation of Water Leakage Phase III
- WO#24 for Replacement of Subway Level Entrance/Exit Doors
- BT-254.042 for PABT - South Wing Replacement of HVAC Units & Assoc. Electrical Distr. System
- BT-254.054 for PABT - Replacement of Fire Pumps
- BT-254.130 for PABT - Replacement of Primary Electrical Service
- BT-924.122 for PABT - Priority Repair - Via Work Order
- WO#1 for Installation of Lighting on 40th & 41st Street
- BT-924.123 for PABT Facility Priority Improvements via Work Order
- WO#33 for CM/GC Services for the Security Capital Program
- MF-244-202 for HT, LT, PABT Access Control Upgrades
- WO#34 Install Stair From S. Wing Main Level To Subway Me
- BT-254.123 PABT-Supplemental Fire Alarm Systems
- BT-254.085 PABT-Internal Structure Enchancement
- WO#26 Rehabilitation Of Priority Elevators & Escalators
- Wo#28 Targeted Overhead Signage Improvements, Phase Iii
- Wo#29 Lincoln Tunnel Upgrade To Traffic Control System
- Wo#30 Remove Video Teleconferencing Unit

- Wo#31 New Escalator From Sw LI To Subway Mezzanine
- Wo#32 PABT Construct Bus Gates 35&36 & Related Infrastru
- Wo#33 Restore Elevator Lobby

Expat Director of Schedule, Risk and Claims, Worldwide Projects.

April 2015 – May 2016

Expat for Worldwide projects utilizing Risk and Claims Management.

Risk Management:

• Identify, describe, and analyze the adequacy of the grantee's cost contingencies consider the Beta Range Factor model; a "forward pass"; and "backward pass". Establish a tabular and graphical Cost Contingency Curve that indicates minimum levels of contingency. Establish and Monitor Quantitative Risk Analysis, Qualitative Risk Analysis, Risk Assessment (Modeling), Risk Summary and Contingency, Adequacy of Budget and Schedule, Contingency Drawdown, Risk Trend Analysis Report, SCC cost workbook conditioning, Beta assessment, Design Risk, Market Risk, Construction Risk and Project Cost Contingency.

Claims Management:

- Specialized in the analysis of Notice of Equitable Adjustment, Entitlement Claims, Damage Claims, JBC Form and FIDIC Claims.
- Analyze Engineering Claims and Legal Claims.
- Experienced in Prima Facie Construction Claims, DE novo Construction Claims, Duces Tecum Subpoenas for Construction Claims, Interrogatories and depositions for Construction Litigation.
- Identification and Quantification of Concurrent Delays and Pacing
- Excusable and Compensable Delay (ECD)
- Non-Excusable and Non-Compensable Delay (NND)
- Excusable and Non-Compensable Delay (END)
- Identification and Quantification of Mitigation / Constructive Acceleration
- Implementation Procedures and Enhancements
- Delay Mitigation and Constructive Acceleration
- Modeled / Subtractive / Single Simulation
- Observational / Dynamic / Contemporaneous Split
- Observational / Dynamic / Modified or Recreated

Howard Needles Tammen & Bergendoff (HNTB), Fair Field, NJ

August 2009 – March 2015

Mr. Youssef was assigned to the following project as a Director of Scheduling & Risk and Claims:

- Program Management for Superstorm Sandy Recovery and Resiliency Program, Client: New Jersey Transit (NJT), \$1.75 Billion Funded by the Federal Transit Administration's (FTA). The project included Rolling Stock: 343 rail vehicles were damaged as a result of flooding during Superstorm Sandy, The continuing repair of affected locomotives and passenger coaches. Substations are essential to the conveyance of electric power to the catenary, yard and equipment facilities' systems. Hoboken Terminal, Hoboken Ferries, North Jersey Coast Line (NJCL), Bay Head, Kearny Connection, Meadows Maintenance Complex (MMC), Rail Operations Center (ROC), Weehawken Ferry Terminal, Newark Light Rail, Rail Stations, Emergency Operations, Hudson Bergen Light Rail (HBLR), Gladstone Poles, Long Slip, County Yard: Located along the Northeast Corridor (NEC), Westbound Waterfront: The construction of this flyover will allow the easy movement of trains from the Hoboken and Meadows Maintenance Complex (MMC) yards prior to an event to the safe harbor yards

Responsibilities: include a wide range of duties involving initial job planning, Rolling Stock Schedule. PMS Schedule, Procurement Schedule., scheduling of materials, coordination of subcontractors, monitoring of job progress, analysis of changes, Procurements, Preliminary Design, Final Design, Notice to bidders, Stakeholders and problem solving. He also managed non-time related contractor claims and time related claims such as delay, disruption and acceleration.

- Schedule Assessments of Selected Large-Scale Projects for New Jersey DOT and provide Observations on Risk Assessments that can affect Project Outcomes.

Responsibilities: Scheduler leading the team that provided in depth analysis of baseline schedules and updates, The Broader Portfolio Management including risk assessment (Qualitative and Quantitative), and dependency modeling, managed hard costs contractor claims as actual cost of labor, materials and equipment to perform out of scope work plus overhead and profit including the Spearing Doctrine U.S. v. Spearing. 248 U.S. 132 (1918) and also manage soft costs disputes for the following projects:

- ❑ Broad Avenue (Rt. 1&9) Over Route 46, Contract Number 062083130, Bridge Superstructure Replacement, Township Of Palisades Park, County Of Bergen, Federal Project No. Br-0033(281)
- ❑ Route I-287 South Street To Littleton Road, Pavement Resurfacing And Deck Replacement Over Eden Lane, Morristown, Townships Of Morris, Hanover, And Parsippany-Troy Hill, Morris County, Contract No. 035103240, Federal Project No. IM-287-3(085)
- ❑ Route 80, Parsippany-Troy Hills Roadway Improvements, Contract No. 041003712, Township Of Parsippany-Troy Hills, County Of Morris, Federal Project No. Im-080-5(098)
- ❑ Pulaski Contract No. 1, From South Of Tonnele Avenue To South Of Newark Avenue, Contract No. 054114280, City Of Jersey City, Hudson County
- ❑ Route 17, From South Of Terrace Avenue To South Of West Saddle River Road, Contract No. 009113910, Resurfacing And Bridge Deck Repairs , Borough Of Hasbrouck Heights, City Of Hackensack, Borough Of Lodi, , Township Of Rochelle Park, Borough Of Paramus, Village Of Ridgewood and Sign Structure Replacement Contract 2009-1 , Contract No. Swi108001, Various Routes, Federal Project No. Stp-C00s (267)
- ❑ Route 4 Over Flat Rock Brook, Contract No. 009093230, Superstructure Replacement, City of Englewood, Bergen County, Federal Project No. Br-0056(158)
- ❑ Central Avenue – Island Road over Route 17 from Vicinity of North Central Avenue to Vicinity of Island Road. Contract No. 004003670, Deck Replacement and Guiderail Reconstruction, Township of Mahwah County Of Bergen, Federal Project No. Br-8670 (102)
- ❑ Route U.S. 1&9 (Pulaski Skyway), Contract 3, Contract No. 051123250, Deck Replacement, City of Jersey City, Hudson County, Town Of Kearney & City Of Newark, Essex County
- ❑ Sign Structure Replacement Contract 2009-1, Contract No. Swi108001 - Various Routes
- ❑ Route 46 Hatchery Brook, Contract No. 020103820, Culvert Replacement, Independence Township, Warren County, Federal Project No. Stp-0050(129)
- ❑ Signs Structure Replacement Contract 2011-1, Contract No. SWI114270, Various Routes, Federal Project No. STP-COOS(481)
- ❑ Palisades Interstate Parkway, Contract No. 000144000, Bergen County, From Route 95 to The New York State Line And From Route 9w To Englewood Cliffs, Tenafly, Alpine And Bergen County.

- Design Services for Amtrak 186 MPH OCS Raceway, Client Amtrak, \$750 Million – FRA Funded Project for High-Speed Rail
The scope of the project is to provide a design for a new Overhead Contact System which can routinely provide reliable satisfactory performance to a Maximum Authorized Speed (MAS) of 186 miles per hour (mph), over the 24-mile section of the northeast corridor between Trenton and New Brunswick New Jersey. The territory currently operates with a 4-track fixed termination catenary system that supports a MAS of 135-mph. This section of the corridor primarily consists of tangent track with few geometric restrictions making it a prime candidate for high-speed operations.

Responsibilities: providing the most viable options for design of the OCS system from the standpoint of constructability, revenue service impact, performance, construction schedule, longevity and cost. Establishing background and logic which lead to the basis for the design and analyzing the remaining options for detailed costs and overall advantages and disadvantages of each by using sound engineering judgment and industry standards to provide a reasonable order of magnitude cost estimate and schedule.

- Risk Management Program for Portal Bridge Capacity Enhancement (PBCE), Risk Assessment and Risk Mitigation (RA/RM) Program, Client: NJ Transit, \$1.8 Billion Federally- State Funded. The project is comprised of 29 bridges, two miles of retaining walls, four miles of new railroad, overhead catenary, signal, power and communications systems, system safety planning and security components, operations modeling as well as the design of several railway interlocking. Additionally, the project consists of complex geotechnical, survey, environmental, right-of-way and public outreach aspects.

Responsibilities: leading and managing the Risk Assessment and Risk Mitigation (RA/RM) Program. The RA/RM Program provides a focused effort to Identify, Assess, Respond and Control project risks from the onset of the preliminary design phase through the final design and contract packaging phases of the program. The RA/RM Program was implemented with a series of workshops to identify and evaluate the assumed project risks as well as to assign responsible parties for each risk and establish mitigation actions. The workshops culminated into a project risk register, separated by schedule, and cost risks, in order to organize risks by severity and to track the actions and mitigations throughout the project. Developed a comprehensive quantitative risk model using Primavera Risk analysis & Palisade @risk software in order to perform a Monte Carlo/ Latin Hyper-Cube simulations-based cost and schedule analytics. Reports confidence levels with regards to finish dates, costs, float, Internal Rate of Return and Net Present Value choosing a level of confidence for an achievable target simulation. This model was utilized to perform iterations of possible program outcomes based on risk probability and impact to the schedule and cost.

- Reconstruction of Interchange 8, East Windsor Township, Mercer County, Client: NJ New Jersey Turnpike Authority (NJTA), \$175 Million Project. This \$175 million Interchange 8 reconstruction project is part of the Authority's Interchange 6-9 Widening Program that will widen the existing mainline roadway from six lanes to 12 lanes. The scope of work, which has been subdivided into five construction contracts, includes the construction of a New Milford Road Bridge and a maintenance U-turn, constructing connections to Route 33/133 and miscellaneous off-site work for the East Windsor Department of Public Works. The proposed relocated toll plaza will connect directly with Route 33/133 with a SPUI, the first such interchange constructed in New Jersey. (Reference: Ricardo McNeil, Project Manager @ NJTPA 732-750-5300)

Responsibilities: Primavera specialist responsible for the management of all activities related to management and coordination of the construction schedule and cost control interface.

- Claims Management for Route 46 Section 7L & 8K from the Vicinity of Princeton Avenue to the Vicinity of North Sussex Street & Route 15 from the Vicinity of Pequannock Street to the Vicinity of Fairview Avenue, Client: New Jersey Department of Transportation, Contract No. 038960701, \$40 Millions (Reference: Alexander Borovskis, Project Manager @ NJDOT 732-921 3719)

Responsibilities: Claims Analysis for the entire construction project, analyzing all delay codes (Compensable, Excusable, Non-Compensable, Non-Excusable), analyzing all Claim Codes (Engineering Error, NJDOT Design Revision, Engineering Omission, NJDOT Support Delay, Field Condition, Contractor Error / Omission, Incidental (Unrelated to Original Scope), Contractor Lost Productivity, Project Scope Addition, Contractor Under-Estimated Effort Utility Delay, Contractor Coordination of Work and Contractor Inappropriate Schedule Logic)

- Construction Management and Inspection Services for the Third Lane Widening of the Westbound Atlantic City Expressway, Milepost 7.8 to 17.4 (9.6Miles), located at Hamilton Township and Egg Harbor Township, Atlantic County, New Jersey, Client: South Jersey Transportation Authority, \$23.5 Million State Funded Project.

The work within this contract includes lane construction, bridge widening, box culvert extensions, installation of overhead sign structures and installation of highway lighting at the interchanges. Provisions for various ITS components were incorporated into the project, including CCTV cameras, EZ-Pass Tag readers and overhead variable message signs to improve communications, safety, and mobility along the expressway. The widening project will increase the capacity of the roadway, decrease congestion, and increase safety by providing auxiliary lanes of adequate length for merging vehicles onto the mainline.

Responsibilities: Responsible for the management of all activities related to management and coordination of the Construction Schedule and Cost Control Interface

- Program Management for New Jersey Turnpike Authority Capital Program, Client: New Jersey Turnpike Authority, \$7.00 Billion
The New Jersey Turnpike Authority maintains and operates the 148-mile New Jersey Turnpike and the 173-mile Garden State Parkway. The Turnpike Authority Contracted HNTB to monitor the \$7.00 Billion Capital Program.

Responsibilities: Responsible for Monitoring 2009 Bond series performance including fund 300 & 310, Establish an Earn Value System for various bond series by utilizing Oracle's Primavera P6 Professional Project Management, the development and tracking of budgets and budget revisions for all program components, Management of contingencies and allowances, Tracking of all funding authorizations, Projections of cash flow, Regular estimates and forecasts at completion, Variance and exception reporting, Project accounting including tracking of all invoices, commitments and payments, prepare and recommend a comprehensive project budget including all phases of the planning, design, and construction consistent with the Program Budget and funding authorizations. The project budgets are developed in accordance with the budgeting guidelines issued by the Turnpike Authority to ensure consistency and reliability across all projects. The cost management system is linked to website collaboration "Dash Port" and constitutes a unified database with information flowing from consultants and contractors. The system provided all varieties of standard and customized on-line and printed management reports to allow the Turnpike Authority Project Managers to manage and control costs at completion.

- Construction Management services on the Benjamin Franklin Bridge, Client: Delaware River Port Authority (DRPA), Contract # Contract G-18-2008 \$20 Million total construction cost. The construction project includes the replacement of the existing deck truss bearings along both the Philadelphia and Camden approaches to the long-span Benjamin Franklin Bridge over the Delaware River. The work will also include miscellaneous steel repairs to the structural members and gusset plates of the deck truss spans, as well as necessary utility modifications and improvements.

Responsibilities: Schedule analysis, claim mitigation and evaluation of contractor proposed alternatives and report project status & performance data to management & stakeholders.

- Goethals Bridge Replacement Project, Client: The Port Authority of New York and New Jersey, \$2 Billion total construction cost. The Final Environmental Impact Statement FEIS identified several potential environmental impacts, as well as mitigation activities included in project development. Traffic Impact: Modest congestion and speed impacts from new bridge construction and additional traffic capacity Mitigation: Managed Use Lane in each direction during peak commuting hours for buses and high-occupancy vehicles. Local improvements - signal timings, street re-striping and removal of on-street parking. Wetland Mitigation: Modify design and/or restoration-in-place for existing piers and access road. Wetland mitigation bank in NJ and on/off-site mitigation (enhancement, restoration, or creation) in NY.

Responsibilities: Risk Assessments for wetland, traffic mitigations and general concerns (permits, funding...etc.), utilizing at risk product & Oracle Risk analysis to finalize the pre mitigated and post mitigated plans. • Stress Test was performed in all tasks of the plan under 25% of triangle risk load. Utilized Latin hypercube sampling (gives results that are nearer theoretical values of the input distribution in less iteration). Providing Risk Based Contingency, Cost Risk Assessment and Latin Hypercube Simulations uses input from quantified risk impact, Tracks and manages quantitative and qualitative project risks, impacts and responses Project risk register integrated with project schedules and costs risk analysis graphics and reports. He also used the Hudson formula to calculate overhead claims.

URS Corporation, New York, NY

June 2004 – August 2009

Mr. Youssef was assigned to the following project as a Senior National Principal Project Controls Manager:

- Construction Management Services for the NYC DEP Remsen Avenue Yard Reconstruction, located at 855 Remsen Avenue in Brooklyn, New York. Client: New York City Department of Environmental and Protection, \$42 Million City & State Funded Project. The existing service building is approximately 4,000 square-feet with an existing garage of 8,000 square feet and a 2,400 square foot existing storage shed. Due to the need for additional staff and additional space for equipment within the facility, the service building, the garage, and the protected storage area required reconstruction. The new service building is approximately 35,000 square feet with approximately 26,000 square feet loading docks and garage. The Project was built in three phases. The first phase includes general site work on the North side, construction of foundations, utilities, fence, and gate installations. In addition, a yard roof structure was constructed. The second phase includes demolition of the existing building to provide space for construction of the new building. Site work, fuel pump relocation, exterior wall & fence. The third phase is to complete the demolition of the 92nd Street wall and the construction of a new concrete/ brick Wall.

Responsibilities: Responsible for the management of all activities related to management and coordination of Program Schedule and Cost Control Interface, Developing the Scheduling Monitoring Data System.

- Construction Management Services for Randall's Island Sports Field Development Project at Randall's & Wards Island Park, Randall's Island, New York City, Client: New York City Economic Development Corporation "EDC", \$110 Million City & State Funded Project. NCCDPR in conjunction with the New York City Economic Development Corporation (NYCEDC) and the Randall's Island Sports Foundation, Inc. (RISF), Implementing the Randall's Island Improvements Project in effort to improve the functionality and quality of the land owned by NYCDPR, The Overall Project will include 64 new integrated and overlapping artificial and natural turf fields, upgrades and addition to utility infrastructure and the resurfacing of existing roadway and bike trail. The Proposed work at the East River Field and the Sunken Garden will include the removal of roadway, asphalt pedestrian trail and selected trees. The new water service is installed to provide field irrigation and a new storm-water outfall to the Harlem River to meet the drainage requirements.

Responsibilities: Developing the Electronic Document Management System (EDMS) utilizing Prolog Manager 7.5 with the interface with Primavera Products. Also developed a website that linked to Meridian System to track down thousands of documents, schedule activities and budgets across various stages of the project.

- Construction Management Services for 800 Bed Additions at RMSC, Client: The City of New York, Department of Design and Construction ("DDC"), \$125 Million City & State Funded Project. Construct new housing and other additions to replace existing modular facilities at the Adolescent Reception and Detention Center ("ARDC") and the Rose M.Singer Center ("RMSC") correctional facilities operated by the City of New York, Department of Correction ("DOC"), on Rikers Island. The RMSC project has been broken down into the following two construction phases: Phase I – Temporary Clinic: This project includes installation of a new 3,600 square foot temporary clinic to be used during the demolition of the existing clinic. Phase II – New School and Housing Additions, Interior Renovations (New Construction): The new work includes a new 12,725 square foot School and the new 140,000 square-foot, four and one half floor 800 Bed Housing Addition superstructure which includes sixteen dormitories of 50 beds each, sixteen dayrooms and serveries, four elevators, eight central control rooms and program areas including interview rooms, group meeting rooms, counselor's offices, staff and clerical offices, conference and multi-purpose rooms. The new School and Housing Addition building exterior consists of pre-cast concrete wall units and fixed glazing throughout. The roof-mounted mechanical units are self-contained forced air security ventilation units. The first-floor electrical switchgear room contains a 100% redundant electrical emergency generator back-up system. In addition, this project includes a new 1,045 square foot Intake Addition, a new 225-foot-long underground steam tunnel, and the demolition of the existing 4,120 square foot Specialty Clinic Wing for construction of a new/renovated 14,685 Specialty Clinic/Mental Health Wing. Phase II – Renovations Work (Alterations): includes a 2,060 square foot renovated Visit House and Addition, a 3,610 square foot renovated Religious Center, a 3,985 square foot renovated Social Services Unit, a renovated 2,275 square foot Law Library, a 6,375 square foot renovated Specialty Clinic, and a 7,200 square foot renovated Infirmary.

Responsibilities: Responsible for the management of all activities related to management and coordination of Program Schedule and Cost Control Interface, Developing the Scheduling Monitoring Data System.

- Construction Management Services for Phase I & Phase II of consolidate the Police and Fire Communication Operations into one location at 1194 Prospect Avenue, Client: Nassau County Department of Public Works, \$30 Million State Funded Project. The Construction Project is at the Nassau County Department of Public Works at 1194 Prospect Avenue in Westbury, New York. Approximately 92,000 square feet of space inside Building # 1 will be used to build the Nassau County Police and Fire Communication Center as part of Phase I work. In addition, a second floor will be added to Building # 1, steel frame and deck pans in Phase I and concrete slab and finishes in Phase II. Buildings # 3 & # 4 façade will be removed and building # 4 will be extended to match the west line of Building # 3. New slabs will be poured on the west side of Buildings # 3 & # 4 and also new garage doors will be added to Building # 4 where the county's new emergency vehicles will be stored. Site work will include drainage work on the west side of the building complex and the clearing and grubbing of a new section of State ROW, which is being incorporated into this building complex.

Responsibilities: responsible for the management of all activities related to management and coordination of Program Schedule and Cost Control, IT Systems, Contract Administration and Procurement.

- Construction Management Services for The Center of Excellence in Wireless & Information Technology (CEWIT) building at the Stony Brook University Research and Development Park, Client: SUNY Stony Brook, \$36 Million State Funded Project.

The Center of Excellence in Wireless & Information Technology (CEWIT) is a world leader in innovative research & development. Since many companies in the region need to be on the leading edge of technical innovation, requiring a substantial investment in research and development, CEWIT was created to bridge the gap by utilizing its own faculty and PhD students, who are already involved in fostering regional enterprise and commercialization. The construction of a CEWIT building at the Stony Brook University Research and Development Park is slated for completion in June 2008. This state-of-the-art building will house facilities for new and expanded research and educational programs, far beyond the 15,000 square feet of laboratory space currently devoted to research and development and commercialization projects.

The state-of-the-art, three-story, 100,000 S.F. facility is the first structure to be built on Stony Brook's new 245-acre Research and Development Campus. It will house new and expanded research and educational programs for the University as well as partnership programs with private incubator companies. Wireless technology developed at the Center will focus on areas of health care, transportation, and m-commerce systems. From wireless implantable sensors and biomarkers related to health care to WAN-LAN handoff, ad hoc routing for rapidly deployable wireless networks and wireless videos, Stony Brook envisions that the research and innovations at the CEWIT will continue to contribute to these markets and establish its place as a worldwide leader in information technology.

Responsibilities: developing PERT/CPM schedules; assigning and allocating resources; monitoring and tracking progress; performing earned value analysis and performance measurements; preparing relevant reports; and recommending corrective actions.

- Program Management Services for the 26-gate expansion of Terminal 5 at JFK International Airport for JetBlue Airline, Client: JetBlue Airline, \$875.00 Million PA Funded Project.

The mammoth project will renovate the historic TWA flight center, whose sweeping curved concrete wings were designed by Finnish architect Eero Saarinen and built in 1962. The landmark terminal will serve as the entrance to the new 640,000 SF terminal which will stand behind it linked by connecting tubes and electronic kiosks.

The project also entails construction of a connecting bridge to a JFK Air Train station as well as a parking garage with 1,500 spaces. A 70-acre taxiing area will also be built and will allow JetBlue to accommodate more planes than its current space allows.

The Project is a part of a 10-year, 9.4 billion public-private redevelopment program recently launched by the Port Authority. JetBlue currently uses Terminal 6, the base for its service that reaches 35 destinations with more than 410 flights daily across the nation.

Responsibilities: Developing the Electronic Document Management System (EDMS) utilizing Prolog Manager 7.5 with the interface with Primavera Products. Also developed a website that linked to Meridian System to track down thousands of documents, schedule activities and budgets across various stages of the project.

- Construction Management Services for The Croton Water Treatment Plant at the Bronx, Client: New York City Department of Environmental and Protection, Contract No: CRO-313, \$215 Million Federally Funded Project.

The work under this contract includes raw water tunnel, treated water tunnel, shafts and chamber work for the Mosholu Raw and Treated Water tunnels and associated works. The Purpose of this construction contract is to provide the tunnels necessary to connect the Croton Water Treatment Plant into the New Croton Aqueduct. Pipes to be installed in the tunnels will carry raw water to the plant and treated water back to the Aqueduct. The location of the work to be performed under this contract includes the Mosholu site, raw water and treated water tunnel alignments, and the connection chambers within the new croton aqueduct, the Jerome Park reservoir shafts and the unwatering shaft.

Responsibilities: Responsible for the management of all activities related to management and coordination of Program Schedule and Cost Control Interface, Developing the Scheduling Monitoring Data System utilizing P6 Primavera Package software..

- Owner's Representative Services for the redevelopment and the restoration of the Farley Post Office, Client: Moynihan Development Corporation
The objective of this project is three-fold: 1) to renovate a portion of the Farley Building as an inter-modal transportation facility and commercial center that will meet the transportation needs of New York and the region into the 21st century 2) to upgrade facilities that will continue to be occupied by USPS, and 3) to provide retail and hotel space. New York's Pennsylvania Station complex is America's busiest passenger transportation facility, serving more than 500,000 people daily – with annual ridership projected to grow to more than 200 million by 2020. The current basement level facility at Madison Square Garden, however, is unable to handle the dramatic increase in ridership. The rehabilitation and conversion of portions of the adjacent landmark Farley Building into an inter-modal facility and commercial center addresses the needs with state-of-the-art transportation facilities and an innovative plan of mixed-use development.

Responsibilities: Developing the Electronic Document Management System (EDMS) utilizing Prolog Manager 7.5 with the interface with Primavera Products. Also developed a website that linked to Meridian System to track down thousands of documents, schedule activities and budgets across various stages of the project.

- Construction Management of Route 9A Project at the (WTC) site that was destroyed by the terrorist attacks of September 11, 2001, Client: New York State Department of Transportation (NYSDOT), Contract No: D015394, \$1 Billion Federal Funded Project.

The primary core coordination and management tasks of this project is the reconstruction of Route 9A from W. 59th Street through the Battery Park Tunnel including related work on South Street and the FDR Drive to Catherine Street and the implementations of some type of pedestrian promenade & overpass structure (per PA DEIS) between the World Trade Center Site (The Freedom Tower) and Battery Park in coordination with the Lower Manhattan Development Corporation (LMDC).

Responsibilities: Developing the Electronic Document Management System (EDMS) using Expedition 10.0 with the interface with Primavera (P3 e/c 5.0) for Engineering and Construction and utilizing an enterprise wide web-based collaboration system that allows the analysis (markup) and the implementation of enterprise wide business processes (e-review - NASDAQ: NGRU, www.netguru.com).

Developing the Financial Controls Management System utilizing Primavera Cost Manager & collaboration with PRISM Project Manager.

Developing the Scheduling Monitoring Data System utilizing P3e/c and Primavera.

- GSA - Brooklyn Courthouse, Brooklyn, NY - \$450,000,000: Served as a Senior Project Controls Manager on the full-scope program/ construction management for the GSA Brooklyn Court. This redevelopment program involves two government-owned sites in downtown Brooklyn that will accommodate over 2,800 government employees. Work includes the following projects: demolition of the Emanuel Cellar federal office building, located at 225 Cadman Plaza (approximately 23,226 square meters), construction of an 18-story federal courthouse on the Emanuel Cellar site (56,672 gross square meters plus parking), historic renovation of Brooklyn's General Post Office, located across the street at 271 Cadman Plaza (redeveloped to 48,112 gross square meters plus parking), modernization of the existing courthouse at 225 Cadman Plaza, which is currently connected to the existing Emanuel Cellar building at the first, ground, and basement levels.

Responsibilities: Document Control utilizing Prolog manager, cost control, schedule control Interface

- NYCHA - New York City Housing Authority, CM/Build Program, Arverne, NY (2006 - 2008) - \$50,000,000: Senior Project Controls Manager responsible for managing the work of architects and contractors during the construction phase of this project. Interface with the agency management staff, review and approval of contractor's invoices and schedules, estimating and negotiation of all change orders. Project consists of the rehabilitation of existing facades, expansion of existing lobbies and construction of exterior staircase system in two groups of apartment buildings in super-blocks: Seven buildings dated 1950 and twenty-four buildings dated 1960.

Responsibilities: Document Control utilizing Primavera Document Manager, cost control utilizing the payment requisitions in Primavera Document Manager, schedule control Interface Utilizing Primavera p3e/c.

- Construction Management of the Bulkheads and Relieving Platforms from Jackson Street to 14th Street Between the F.D.R Drive and East River, In East River Park, Borough of Manhattan, Contract No.: M144-101M, Client: City of New York-Parks and Recreation @Olmsted Center, \$65 Million New York City Funded Project.
The Work includes demolition, removal, repair and reconstruction of existing waterfront structures, which requires excavation, structural concrete removal, pile driving, concrete deck reconstruction, installation of permanent sheeting, structural steel erection, underwater structural repairs, replacement of existing fender system, and required incidentals.

Responsibilities: Manage project collaboration workflow, Perform robust project management, Manage resources and schedules, Enter field information in handheld personal computers, Reduce the project schedule by collaborating more effectively with the project team, Develop the Infrastructure Lifecycle Management (ILM) , Manage multiple projects in one database, Generate summary reports and queries across all projects, Globally view all company projects to find trends and identify problems early, Make critical decisions quickly using accurate corporate information, Standardize the organization's business processes across all projects, Audit projects for deficiencies and risk exposure, Track key performance indicators (KPIs) to monitor all levels of company profitability, efficiency and performance, Improve document control by streamlining the review process, tracking revisions and storing master files. Product used: Prolog Manager 7.0, Prolog Website, Prolog Pocket, and Prolog LT.

AECOM Technology Inc., New York, NY

April 2001 to June 2004

Mr. Youssef was assigned to the following project as a [Project Controls Manager / Chief Scheduler / Cost Control Manager:](#)

- Rehabilitation of North River Rail Road Tunnels and Facilities at Weehawken, Long Island City and First Avenue Ventilation Shafts, Client: AMTRAK, Contract No: C066-40864, \$400.00 Million Federal Funded Project (FRA/ AMTRAK Project).

Responsibilities: responsible for the management of all activities related to management and coordination of Program Schedule and Cost Control, Document Control, IT Systems, Contract Administration and Procurement. Develop and maintain primary and area specific schedules, project control documents and labor forecasts. • Analyze work progress and develop craft productivity reports. Work with other departments as required ensuring good communication and scheduling adherence. • Manage schedule variances, verify project completion progress, and communicate potential problems to senior management. Work to prevent and resolve problems so they have minimal impact on project goals.

Description of Project: The work of this Project consists of the reconstruction and upgrading of the shaft facilities serving the two North River Tunnels (NRT) in Weehawken, New Jersey and the East River in Manhattan and Queens. The existing ventilation facilities shall be replaced with facilities that will provide improved control of smoke during a fire using high capacity, reversible fans. The Project shall also include widening of the egress stairs to enhance emergency evacuation from the tunnels and improve access by emergency personnel.

Mr. Youssef was also assigned to the following project as [a Senior Project Scheduler / Cost Control Manager:](#)

- Preliminary Engineering Design for Second Avenue Subway from Whitehall Street to 125th Street, Client: NYCT, Contract: NYCT CM-118, \$14,000.00 Million Federal-State-City Funded Project.

Responsibilities: Responsibilities include developing PERT/CPM schedules; assigning and allocating resources; monitoring and tracking progress; performing earned value analysis and performance measurements; preparing relevant reports; and recommending corrective actions. Preparation of the Project Schedule, Prepare various tools of Internal/External Project Collaboration System using various software systems, managing the Project Budget by interacting with Prism Cost Control and J D Edwards. Duties also include Provide Data Input to SDEIS Consultant, Develop Mock Up Progress Report & Monthly Progress Report, Develop resource/Cost Loaded Schedule, Evaluate actual and planned earned value, Incorporate various cost & resource data into the schedule through positive interaction with Cost control software tool (e.g. Prism), Preparation of the Work Break Down Structure for the entire project (W.B.S.).

Mr. Youssef was also assigned to the following project as [a Senior Project Scheduler / Project Control:](#)

- Reconstruction of eleven gas turbines at seven different sites, New York City, Contract: NYPA IN-CITY GENERATION PROJECT "GE LM 6000" (New York Power Authority), \$800.00 Million State Funded Project.

Responsibilities: Performance of the schedule (used Primavera P3.0), Examination of contract documents, Coordinates between. The architect "Sargent & Lundy" and the Contractor "Slattery Skanska" concerning the RFI "request for information" and various change orders, Establish various logs and data base to maintain the files, Coordination & resolution of construction problems with the constructor (SSI), Interface with the NYPA Project Management Team, Tracking & Expediting of document & drawing submittals, supervise the resolution of Mechanical-Electrical-Structural issues / problems, Review lab results and payments, The project included: Installation of combustion turbine generators "General Electric, LM-6000" and associated balance of plant equipment, The power island consisting of one or two turbine generators, air inlet assemblies including the inlet air- cooling system, chiller, air dilution system, gas compressors, fire protection system, oily water separation system, instrument air system, chilled and heated water system, gas condensate system, circulating water system, aqueous ammonia system, service water system, demineralized water system, storm water and erosion control facilities, HVAC Plumbing and fire protection, Construction of 138 KV interconnect substation, Perimeter fencing including control access gates, Yard protection including Hydrants, Sprint Skid, Catalyst Modules & Ammonia Injection Grid, SCR "Selective Catalytic Reduction", Demineralized water storage tank w/ immersion heater, waste water wash tank w/ lifting pumps, sump and raw water pumps, BOP pipe insulation-equipment insulation-lagging, Sprinkler system, Deluge system for fire protection, 13.8 KV for station switchgear, 138 KV for control and monitoring panel for relaying protection.

B & H Engineering, P.C., New York, NY

May 2000 to April 2001

Mr. Youssef was assigned to the following project as [Project Scheduler/ Project Controls Manager:](#)

- Reconstruction of East 178th Street Pedestrian Bridge over Metro-North Rail Road, Borough of the Bronx, Contract no. HBXC007 (NYCDOT Bridges), \$2.5 Million City Funded Project.

Responsibilities included: Managing, controlling and documenting all aspect of work, execution of contract to specification and within time and budget restraints, compliance with quality assurance requirements, contract drawings, specifications, applicable codes, preparation of daily reports, sketches, material testing, shop drawing review, payment preparation with clients, processing payment to sub-contractors/suppliers and coordination of various items of the work, monitored daily progression of work and planned work for adherence to schedules, conducted quality meetings with suppliers, subcontractors and field

personnel, prepared daily work force reports, sketches and inspection reports, coordinated testing of all materials supplied and installed. Also conducted inspection for all aspects of the construction operation and oversee Metro-North Railroad Payments, Inspected the installations of the concrete piles, the street lighting, the construction signs, the chain link fencing, the corrugated beam guide railing, the protective screening, the armored joint system, the removing and the pointing of stone masonry and the installation of sealants.

TRC Environmental -A & H Engineers, P.C., New York, NY

April 1998 to May 2000

Mr. Youssef was assigned to the following project as *a Project Controls Manager:*

- Installation of Sidewalks, Curbs, and Pedestrian Ramps as necessary, Borough of Manhattan, Queens and Bronx, Contract no. HWS20098M, Q, X (NYCDDC), \$16 Million City Funded Project.

Responsibilities: check and review inspectors' reports for missing and incorrect information and conformance to MURK standards, tracking materials and equipment, maintains pay estimate book as per standards of the various NYC Bureaus, prepare computations for monthly payments, review lab results, also tracking and cataloguing correspondence, and interfacing with the contractor on a daily basis, Prepares sidewalk construction cards, assessments and sidewalk violation record Keeping, Checking and logging quantities in Murk format and construction inspection reports. Used Microsoft Access, Excel and NYCDOT database program for sidewalk violation record keeping.

Also Mr. Youssef was assigned to the following project as *an Office Engineer/ Project Scheduler:*

- Reconstruction of Carpenter Ave. includes installation of water mains, sewer and street lighting-Contract no. HWX- 646C (NYCDDC), \$2.5 Million City Funded Project.

Responsibilities: check and review inspectors' reports for missing and incorrect information and conformance to MURK standards, tracking materials and equipment, maintains pay estimate book as per standards of the various NYC Bureaus, prepare computations for monthly payments, review lab results, also tracking and cataloguing correspondence, and interfacing with the contractor on a daily basis.

Mr. Youssef was assigned to the following project as *Senior Inspector:*

- Installation of Sidewalks, Adjacent Curbs and Pedestrian Ramps-Contract no. HWS-20097K (NYCDDC), \$4.0 Million City Funded Project.

Responsibilities: supervises construction of sidewalk, curb, steel-faced curb and pedestrian ramps, Performs all field tests, prepares daily reports in MURK format, prepares sidewalk construction cards, assessments and sidewalk violation record keeping, checking and logging quantities in MURK format and construction inspection reports. Used word, Excel and NYCDOT database program for sidewalk violation record keeping.

THE RBA GROUP, New York, NY

May 1997 to April 1998

Mr. Youssef was assigned to the following projects as *Senior Inspector/ Designer* (Utility Infrastructure Unit):

- Canal Street Water Mains, Contract No: MED581, \$3,800,000 NY City Funded Project.
- Wall Street Area Water Mains, Contract No: MED583, \$9,000,000 NY City Funded Project
- Chatham Square Water Mains, Contract No: HWM780, \$2,000,000 NY City Funded Project
- Bronx Water Mains, Contract No: HED550, \$531,000 NY City Funded Project
- Fordham & Jerome Reconstruction, Contract No: HWC9887PSI, \$200,000 NY City Funded Project
- Reconstruction of Carpenter Avenue, Contract No: HWX646C, \$250,000 NY City Funded Project
- Replacement of 48", 36", 20", 12" and 8-inch Water Mains and Combined Sewers in Clinton St. from State St. to Bush St. and Atlantic Ave. from 4th Ave. to Columbia St., Borough of Brooklyn, Contract No: BED-759, \$6,000,000 NY City Funded Project.
- Reconstruction and Water Mains Replacement of 45th drive Area, Borough of Queens, Contract No: HWQ707, \$10,000,000 NY City Funded Project.
- Reconstruction of Willis Ave. from East 147th St. to East 149th St., Melrose Avenue from East 149th St. to East 163 Rd., East 149th St. to U.S. Pier head and Bulkhead Line at the East River, Borough of the Bronx, Capital Project NOS: HWX-733 and HWX-200, \$12,000,000 NY City Funded Project.

Responsibilities: Preparation of Bell Atlantic, Empire City Subway, Consolidated Edison and Time Warner Cable Company joint bid packages, including analysis of NYCDDC design planes, facility layout, test pit layout, test pit inspection and diagramming in the field, CET item takeoffs, preparation of estimates, compiling scopes, designing special care excavation plans, designing/quantifying/estimating water main offsets, and supervising CADD drafting procedure. Skills include considerable working knowledge of underground utility infrastructure, working closely with contractors and clients, representatives to assure comprehensive data retrieval, word processing and spreadsheet applications, and advanced estimating. Command supervisory role over all phases of the above project packages.

Mr. Youssef was assigned to the following project as *Office Engineer /Senior Inspector* (Highway Construction Department):

- Design/Build Concrete Median Barrier for Rockaway Boulevard, Borough of Queens, NY, Contract No. HWD988G (NYCDDC), \$2.5 Million City Funded Project.

Responsibilities: Reviewing inspectors' reports, tracking materials and equipment, reviewing, and preparing payment estimates and final contract documents, tracking and cataloguing correspondence, and interfacing with the contractor on a daily basis.

URS Corporation, New York, NY

June 1994 to May 1997

Mr. Youssef was assigned to the following project as *Office Engineer:*

- Reconstruction of Hudson Street, Contract No. HWM-447W (NYCDDC), \$29 Million Federally Funded Project.

Responsibilities: Check inspector reports for missing and incorrect information and conformance to MURK standards; maintains pay estimate book as per standards of the various NYC Bureaus; prepares computations for monthly payments; reviews lab results; supervises construction of concrete road base, asphalt, sidewalk, steel -faced curb and granite curb, sewer manholes, catch basins, water mains (72" diameter and less), water main disinfections and sampling, water main chambers, and backfilling; supervises the electrical installation for street and traffic lighting, provides input to progress status reports, perform all field tests, inspects site for proper maintenance and protection of traffic and relevant safety standards.

Mr. Youssef was assigned to the following project as *Construction Inspector:*

- Queens Trunk Water Main, Contract No. QED 935 (NYCDDC), \$40 Million City Funded Project.

Responsibilities: Supervises construction of new 72" and 60" steel trunk water mains, installation of 8" and 12" water main, Construction of shoring for sewer/water and construction of soldier beam and lagging. The project also includes drainage work, construction of cast-in-place manhole and installation of precast manhole and catch basins, and support and protection of Con Edison, Brooklyn Union Gas and new telephone facilities along with full replacement of sidewalk and roadway.

Mr. Youssef was assigned to the following project as *Office Engineer:*

- Replacement of West 158th Street Bridge over Amtrak, Manhattan, NY, Contract No. HBM555 (NYCDDC), \$15.8 Million City Funded Project. Responsibilities: Supervises the Scope of construction for this project, which includes removal, and reconstruction of the existing bridge between the east abutment and the Henry Hudson parkway, and replacement of the West 158th Street ramp structure.

Macia Consulting Enterprises, Wappinger Falls, NY

October 1993 to May 1994

Mr. Youssef was assigned to the following project as Inspector/Engineer:

- Rehabilitation of various IFF Buildings in Manhattan Borough.

Responsibilities: Performed on site materials testing on various commercial building projects throughout NYC for concrete, rebar, welds bolts, masonry and fireproofing. Familiar with testing standards of American Concrete Institute and American Welding Society.

Fellow Craft, Inc., Jersey City, NJ

September 1992 to September 1993

Mr. Youssef was assigned to the following project as Project Manager:

- Construction and Rehabilitation of various New Jersey Public Schools

Responsibilities: Delegate work throughout all phases of production for steel manufacturing plant, implement and maintain quality control standards.

The Land, Inc., Alexandria, Egypt

September 1991 to September 1992

Mr. Youssef was assigned to the following project as Project Manager:

- Construction of private housing Projects at Alexandria City. Responsibilities: surveying, planning and facilities implementation and development for major private housing projects.