



QueensWay

Metropolitan Hub CM Retainer

Oct. 14, 2025 | NYCEDC/NYC Parks | Project #10273

NV5 | Naik GROUP
JOINT VENTURE

STATEMENT OF INTEREST

October 14, 2025

Lena Ferguson and Meredith Simon-Pearson
New York City Economic Development Corporation
One Liberty Plaza
New York, NY 10006

Re: Mini-RFP for Construction Management Services for the QueensWay Metropolitan Hub, Project No. 10273

Dear Ms. Ferguson and Ms. Simon-Pearson,

We very much appreciate the opportunity to partner with NYCEDC as their Construction Manager on a project that will provide much needed public space, enhance local park amenities and construct the beginning of a multi-modal greenway connector for multiple Queens communities. NV5 currently holds a CM On-Call Term Agreement directly for NYC Parks and has served as the CM on multiple parks rehabilitation projects citywide, some of which are detailed in the experience section of this proposal.

OUR COMMITMENT

We recognize that the budget and schedule are amongst the top priorities. We have protocols in place to anticipate, track, mitigate and update EDC regularly to keep the project on schedule and on budget. Using risk management, cost loaded P6 schedules, two week look-aheads, and detailed analysis, the NV5-Naik JV will actively manage the construction process and bring the planning and design work to reality. Our integrated, multi-disciplined CM Team includes local experience in construction management alongside discipline experts in the design and construction of marine and park projects. Our commitment to NYCEDC is that we will:

- Promote and enforce a culture of Safety throughout the entire project team and all subcontractors
- Provide the necessary technical expertise to address unanticipated field issues;
- Commit to prioritizing M/WBE participation goals;
- Commit a Construction Management Team with local expertise;
- Bring a solution-oriented, proactive and collaborative CM Team to every facet of the project;
- Utilize a Comprehensive Cloud-based Documentation Platform to organize Bid Procurement, Document Control, and Reporting all under one system

KEY STAFF

NV5-Naik Engineering JV is committing Joseph LaRocca, PE to serve as the Senior Project Manager to lead the project from preconstruction through project close out. Joseph is a talented Civil Engineer with 22 years' experience delivering both public and private sector projects. He has an innate ability to anticipate and stay ahead of project obstacles in order to resolve and avoid cost or schedule impacts. Supporting Joe will be Superintendent Jonathan Crocca who brings a rare combination of construction oversight and a background in landscape architecture as well as excellent track record for onsite oversight and coordination of NYC Parks projects. Project Manager Parthkumar Patel will lead this scope and join the on-site team full-time to support daily field operations. He will be fresh off completing CM services for the Reconstruction of five acre at Owls Head Park in Brooklyn. Together this team is uniquely qualified to lead this effort.

We trust you will find that our team experience, personnel, and approach accurately reflect the expertise that NYCEDC requires for this contract. The agency is a valued client, and we look forward to supporting NYCEDC in this incredible opportunity.

Very truly yours,

Joseph Menzer, PE, DBIA
Principal
NV5-Naik Engineering JV

TABLE of CONTENTS

04 Project Approach

14 Staffing

29 Experience

38 Timeline

50 MWBE Participation



Project Approach

PROJECT APPROACH

The QueensWay project will deliver high-quality public open space community enhancements and connect multiple areas of Queens via a new, greener pathway for pedestrian and bicycle traffic. The project at hand is the first phase of a much larger master plan to improve mobility and connect multiple communities in Queens with high quality green space. We see this as an opportunity to set the standard for how to successfully and efficiently manage the construction of such an important asset.

Our vision for effectively constructing this first phase of the QueensWay Master Plan, in a cost-efficient manner and within the given project timeline, will focus on the critical path of the project, which runs through the bridge construction. There is a specific sequence of construction activities that will need to occur prior to the bridge construction commencing that will set the stage for completing the structural work and allow for the entirety of the project to be turned over on time.

Included in our approach are a project schedule and sequencing plan to illustrate how we will be progressing the project from start to finish. Upon award, we will immediately begin the comprehensive estimate of the 50% milestone drawings and concurrently collaborate with the design team to review the design milestones in an effort to prioritize critical path elements, (i.e. the bridge structural design, components of the proposed shared path ramp connecting Metropolitan Avenue up to the elevated project terrain). While that effort is ongoing, we will also establish key project controls to keep the project organized and on track from start to finish.

The NV5-Naik Engineering JV will implement a clear, structured path to project success for all team members and looks forward to fostering a collaborative, team-focused project culture among the Construction Manager, design team, NYCEDC, and all other stakeholders.

PRE-CONSTRUCTION AND BIDDING SERVICES

Cloud-Based Construction Management Software, Digital Platform, Project Controls & Procurement Technology Implementation

The NV5-Naik Engineering Joint Venture is fully committed to delivering a high-quality, efficient, and transparent project to NYCEDC. To support this goal, we will implement a comprehensive, integrated project management and procurement platform at no direct cost to the project. Upon award, we will deploy **Autodesk Construction Cloud (ACC)**, specifically configured for the QueensWay Project, ensuring that all stakeholders including NYCEDC, the design team, contractors, inspectors, and consultants have timely and secure access to critical project information.

At the core of this approach is Autodesk Build, a powerful document control and project management tool within the ACC suite. This platform will serve as the central hub for managing construction documents, RFIs, submittals, inspection reports, meeting minutes, and daily field activity logs. It enables real-time collaboration among all project participants and provides NYCEDC with full visibility into project progress and documentation. By centralizing these processes from day one, we will establish a reliable, auditable, and transparent digital record that will remain accessible throughout all phases of the project and beyond.

In parallel with our document control system, we will implement a digital procurement workflow using BUILDINGCONNECTED integrated with TRADETAPP for subcontractor prequalification and risk management. This unified platform allows us to efficiently manage the development of bid packages, communicate with potential bidders, and track bid submissions. TradeTapp adds a robust layer of risk analysis by evaluating subcontractors using key indicators such as financial strength, backlog capacity, safety record, and insurance compliance. This information is used to automatically generate risk profiles, helping the team make informed, defensible decisions when building the qualified bidders list.

As part of our commitment to transparency and fairness, **we will utilize BUILDINGCONNECTED's timed proposal opening feature.** This function ensures that all vendor submissions remain securely locked until the scheduled bid opening time, in full alignment with NYCEDC procurement protocols. At the precise moment of opening, all proposals become available simultaneously to the project team. This system safeguards against any premature access or bias, reinforcing our shared values of integrity and fairness in vendor selection.

Our procurement strategy will be closely aligned with the overall QueensWay Project schedule, with a strong emphasis on the early procurement of critical-path packages, particularly the civil and structural (bridge) scopes. Prioritizing the securing of long-lead materials and key trades early in the process will help mitigate both schedule and budget risks.

The full procurement schedule will be structured to support on-time delivery and cost control. During the Pre-Construction phase, we will conduct a comprehensive analysis of the project scope to determine the most cost-effective and efficient contracting strategies. This analysis will balance the need for competitive pricing with the imperative to meet the project's schedule demands.

As the design progresses and cost estimates are refined, we

will adjust our trade packaging strategy accordingly. This may include evaluating a range of contracting models—from utilizing a single general contractor to engaging 15+ directly contracted subcontractors—to identify the most advantageous approach.

Please refer to the below Anticipated Trade Packages Summary, which outlines five primary trade packages. This document also highlights potential sub-category packages that may present opportunities for cost and schedule efficiencies through targeted direct subcontracting strategies.

Blue box indicates main package. Below boxes are possible subsidiary packages.

Anticipated Trade Packages Summary

Surveyor Scope: Survey Control Plan, Establish Survey Control Points Field and Provide layout guidance to subcontractors; verify existing inverts and other VIF information for design team early in project to allow for design confidence and changes as needed; as-builts; sign off as-builts for turnover of retention system to NYC DEP.

Civil /Structural Scope: Demolition/Utility Removals, Concrete and Sheetpile Retaining Walls; Earthwork; Drainage F&I; Excavation/ Backfill & General Support for Plumbing and Electric contractors; General Requirements, MPT, SWPPP Install/ Maintenance/Inspections, Housekeeping; clearing & grubbing; tree removals; temporary access roads; Temporary Construction Site Fence and Signs, All "C"and "S" Series of drawings scope not contracted to specific specialty subcontractors.

Asphalt Paving	Binder and Top Course Asphalt F&I
Pavement Striping	F&I Any Permanent Pavement Striping, Painted Games, Color Seal Items
Piles (helical)	Retaining Wall 12 Piles/All Piles Designed In Final Bid Documents
Rebar (Supply & Install)	F&I Rebar for structural concrete - Bridge Footings, Abutment Walls, Wing Walls, Approach Slabs
Structural Concrete	Structural Concrete - Bridge Footings, Abutment Walls, Wing Walls, Approach Slabs
Bridge Scope	Bearings, Structural Steel, Bridge Deck & Parapet Walls, Bridge Railings/Plumbing (S501-S509)

Plumbing F&I Water Main/Plumbing Scope excluding civil support; includes RPZ, Valves, Meter, Tie Into Existing 20" Main in roadway, Hydrants, Drinking Fountains/Bottle Fillers, (C205-C208; C506-C507)

Electric F&I LV Electric and Lighting Scope excluding civil support; includes Light Poles, Fixtures, Conduit/Wiring; Receptecals, Tie In to Existing (E101-E104)

Landscaping All Scope in L Series of drawings; take over general requirements from civil contractor; take over of support to electric and plumbing contractor; plantings; timber & steel railings; Boulders; Signage;

Masonry	F&I pavers (L210-L213)
Turf	F&I Turf
Chain Link Fence	F&I Chain Link Fence (L206-L209)
Bridge Scope	F&I Shade Structure (L507-L509)

The early implementation of Autodesk Construction Cloud will streamline recordkeeping and coordination across disciplines. The platform will serve not only as a live collaboration tool but also as the definitive hub of project documentation, supporting long-term accessibility for closeout, maintenance, and future reference. To ensure all users are confident in using the platform, we will provide initial training, user onboarding sessions, and ongoing technical support throughout the life of the project.

In summary, the NV5-Naik Engineering JV is prepared to deliver a high-performing, fully integrated digital environment that aligns with NYCEDC's standards for accountability, transparency,

and operational excellence. Our approach will foster effective collaboration, streamline administrative processes, minimizes delays and directly support the successful, on-time, and on-budget delivery of the project.

Collaborative Design Coordination for Critical Project Elements

The NV5-Naik Engineering JV will place a strong emphasis on early and ongoing collaboration with the design team during the Preconstruction phase, with a focus on accelerating the design and coordination of schedule-critical components. Our primary objective is to ensure that shovel-ready portions of the project are advanced with the urgency required to maintain delivery milestones.

Elevated Ramp Connecting Metropolitan Avenue to the Upper QueensWay

A major area of early focus will be the elevated ramp section connecting Metropolitan Avenue to the future QueensWay, particularly the civil elements such as retaining walls 3, 4, and 5, site drainage, and the shared-use pathway's horizontal and vertical alignment in the vicinity of the existing car wash. This zone represents a critical starting point for construction activities, and progressing its design early will be essential to overall sequencing, as it will provide an access path to the north side bridge foundation scope.



South Rochdale Park - access path created for construction equipment with tree protection in place.

We will work closely with the design team to prioritize this portion of the project ahead of less time-sensitive elements. During this process, our team will provide constructibility feedback, material availability reviews, alternate design and value engineering suggestions, and detailed cost and schedule input. Our goal is to ensure that the design for this segment is not only completed rapidly but is optimized for field execution.

To support this effort, we will also lead the development and implementation of a survey control plan, which will be among the earliest site activities. This control system must be installed with precision, as it will serve as the foundation for confirming the alignment of the ramp, retaining walls, and adjacent features in the field. We will work alongside the design team to validate that all survey points are logical and achievable relative to existing site conditions and neighboring properties. Once this horizontal and vertical alignment is verified, construction of the associated structures can proceed confidently.

Bridge Over the LIRR

The design and construction of the new bridge spanning the Long Island Rail Road (LIRR) will be among the most technically demanding aspects of the project and will require intensive coordination during Preconstruction. Particular attention will be paid to the development of:

- Structural steel design and detailing
- Bearing systems and installation tolerances
- Footings, abutment walls, and wing wall reinforcement
- Concrete mix designs for structural elements

Given the complexity of this structure, we will work proactively with the design team to resolve design challenges early and ensure all bridge-related documents are prioritized for review and approval.



South Rochdale Park - access path created for construction equipment with tree protection in place.

Pile Program Coordination

With the project at approximately 50% design completion. We understand the current approach does not include deep foundations under the bridge abutments and other features. In the event more project elements are determined to require piles, we will recommend a unified pile testing program to reduce cost and minimize schedule risk. Instead of performing separate tests for each component, we would propose using a standardized pile type and conducting testing applicable to multiple uses, such as bridge foundations and structural walls. This approach streamlines approvals, reduces mobilizations, and supports a more efficient approvals and construction process.

Project Reviews – Compliance, Constructibility, Operations & Maintenance

The NV5-Naik Engineering JV will take a proactive, hands-on role in supporting the design and preconstruction process, with a focus on regulatory compliance, constructibility, operational efficiency, and long-term maintenance. Drawing on decades of combined experience delivering NYC Parks projects as both designers and construction managers, we offer practical insight to ensure the final design is buildable, durable, and cost-effective.

Early in the project, we will assess the design's alignment with NYC Parks' standards and specifications, while also reviewing the Regulatory Approvals and Permits Matrix for completeness and schedule alignment. Upon award, we will assist in tracking permits and access agreements, develop a Risk Register and evaluate how delays may impact the critical path, and offering recommendations to mitigate potential setbacks.

To ensure effective coordination with adjacent property owners, we will develop site-specific work plans that include clearly marked-up drawings and detailed documentation. These plans will specify:

- Working hours
- Delivery access routes
- Dimensions of off-site areas to be temporarily utilized
- Methods for safely establishing designated work zones
- Contact information for designated competent persons
- Overall duration and sequencing of planned activities

Our approach is designed to promote transparency and minimize disruption. Each plan will be tailored to the unique conditions of the site and communicated in a format that is easily understood by both actively engaged stakeholders and those less involved in day-to-day operations. This ensures that all parties have a clear understanding of the scope, timeline, and logistics of the work to be performed.

Beyond regulatory matters, we will serve as a key advisor to the design team, contributing insights into construction feasibility, long-lead procurement, market trends, labor demands, and scope sequencing. Our multidisciplinary experience with complex park and public infrastructure enables us to help optimize design solutions for constructibility and long-term performance.

Particular emphasis will be placed on the bridge and ramp structures, where coordination, access constraints, and grade transitions adjacent to LIRR infrastructure present notable logistical challenges. Our current assessment indicates that, by implementing a phased construction approach—working concurrently on both the north and south sides of the LIRR tracks, as detailed in our schedule and sequencing plan—the majority of the work can be executed efficiently within the established project timeline.

As design development progresses, we will continue to evaluate alternative means and methods in collaboration with subcontractors and specialty vendors. This includes exploring the use of prefabricated bridge components, prestressed concrete beams, and other innovative solutions that may enhance constructibility, reduce on-site labor, and mitigate potential disruptions to adjacent operations.

Overcoming access constraints will require strategic planning. On the south side of the LIRR, the existing entrance from Union Turnpike appears sufficient for site access. On the north side, we are currently anticipating the need to construct the permanent shared-use path ramp from Metropolitan Avenue as an early activity. This will include retaining walls, drainage, site grading and earthwork, thus eliminating the need for additional cost for a temporary access road. Based on its planned width and configuration, the ramp will provide adequate access for the delivery of materials and the movement of construction equipment and vehicles to complete the work on the north side.

The NV5-Naik Engineering JV will manage the phased logistic plan and provide updates as the design and field conditions evolve. This plan will support coordination with NYC Parks, NYCDOT, NYCDEP, LIRR, Con Edison, and neighboring property representatives, ensuring smooth access and staging throughout construction.

Leadership & Execution During Pre-Construction



Leading these reconstruction efforts will be Joseph LaRocca, PE, a Senior Construction Manager within the NV5-Naik Engineering JV. Joe brings extensive experience managing large-scale civil construction, parks and general infrastructure projects. His background in both design management and heavy civil field execution makes him uniquely qualified to lead the coordination of these critical early works. His hands-on approach will ensure the early civil and structural elements are developed with a deep understanding of constructibility, sequencing and long-lead item implications.

Joe has a civil design background in addition to previously leading projects from the role of developer. In recent years, he has served as the lead construction manager for large-scale infrastructure projects at JFK Airport and multiple NYC Parks projects, building a proven track record for finding cost savings opportunities and resolving field issues in real time to maintain schedule.

Throughout preconstruction, we will track long-lead items, review drawings for coordination, and offer phasing strategies to streamline execution. Our comprehensive planning—from bridge and utility installation to hardscape and landscaping—

will reduce risk, support informed decision-making, and enable a seamless transition from design to construction.

Pre-Construction Schedules

The NV5-Naik Engineering JV, with MBE partner **Infinite Consulting Corp**, will develop the Master Project Schedule during pre-construction using Primavera P6, and will provide regular updates throughout the project. The JV will lead detailed schedule review sessions to integrate key milestones and assess:

- Task durations and resource needs
- Shift adjustments to meet schedule constraints
- Design, permitting, and critical deadlines

The NV5-Naik Engineering JV will then layer into the schedule planting season project constraints and any other work period limitations. The schedule will be used as an effective tool to determine construction cost and time savings opportunities, while also being linked to design progression allowing for efficiencies to be realized.

The comprehensive master schedule will be designed to allow for the extraction of targeted sub-project schedule fragments. This will enable all team members to maintain focus on Critical Path activities and those requiring enhanced coordination with external stakeholders, including regulatory agencies, local community groups, and adjacent property owners.

Throughout the duration of the project, the master schedule will serve as a dynamic management tool to highlight both critical and sub-critical paths, helping to identify activities that require prioritization. Potential issues or delays will be flagged early, allowing for timely resolution and mitigation strategies.

In the event of a delay, the schedule will be used to document the precise point in time when the delay occurred, with a delay log maintained to capture detailed descriptions and supporting documentation. Additionally, a monthly report will summarize schedule changes, providing NYCEDC with a clear and concise overview of progress and any adjustments made from month to month.

Cost Review & Value Management

The NV5-Naik Engineering JV staff, in conjunction with our WBE subconsultant cost estimator **Toscano Clements Taylor (TCT)**, will together bring insight into anticipated costs and where value can be extracted. As an estimator, TCT has experience on many projects of similar civil, structural, utility and landscaping scope and brings a robust library of historical cost data to draw on.

Upon award an independent cost estimate will be performed on the 50% drawings (or latest plan set) to assess potential variance between the anticipated contractor bids and the NYCEDC's allocated budget. The estimate will be updated a key project milestones — 75%, 90% and final bid documents – to ensure alignment with evolving scope and market conditions.

Our cost estimates are meticulously prepared to align with client expectations, ensuring transparency and accuracy throughout the budgeting process. We follow the industry-standard CSI division format, which includes:

- Hard Costs: Comprehensive breakdown of all materials and labor.
- Overhead and Profit
- Contingency
- Escalation
- Qualifications & Exclusions

This structured approach not only enhances trust but also empowers clients to make informed decisions with confidence.

Recently, staff from TCT and Joseph LaRocca of NV5 played key roles in the cost estimating and value engineering efforts for the Bella Abzug Park project in Midtown Manhattan. While larger in scale than QueensWay, Bella Abzug Park shares many comparable components, including complex logistics, structural elements, landscaping, and diverse pavement systems.

With access to extensive real-world cost data directly aligned with the QueensWay project scope, our team will provide strategic guidance to support an efficient, high-quality final product. We will leverage our strong industry network to obtain real-time pricing from leading subcontractors and vendors, ensuring the most accurate cost estimates for the Corporation.

Our value engineering approach will be proactive and comprehensive, including:

- Evaluation of alternative materials to reduce costs without compromising quality
- Identification of more efficient means and methods to streamline construction
- Development of phasing strategies to expedite the schedule and minimize disruption
- Optimization of subcontracting packages to align with project goals and maximize value

In addition, the NV5-Naik Engineering JV will develop an efficient site logistics plans that address access, phased construction, fence relocations, staging areas, delivery schedules, and grading strategies to reduce on-site material movement and cost. We will coordinate all scopes in alignment with planting season constraints and proactively address space limitations by incorporating staging and delivery requirements into subcontractor agreements. Timely material deliveries will be prioritized to minimize on-site storage.

This strategy of integrating cost review, value engineering, and site logistics will help maintain budget discipline while enhancing

constructibility and long-term performance. This data-driven approach coupled with our established relationships with local vendors and subcontractors will maximize the community benefit and deliver the highest-quality park improvements within budget.

Bidding & Procurement Processes

Throughout the preconstruction period, the NV5-Naik Engineering JV will develop detailed bid packages and establish a buy-out schedule by trade for how the project will be subcontracted. All trade subcontracts will be prioritized based on factors such as start dates, lead times, planting schedules, and overall project scope, ensuring subcontract issuance aligns with the master schedule. The NV5-Naik Engineering JV will diligently establish a bidder's list of vetted and qualified subcontractors, utilizing our TradeTapp, a module of the ACC digital platform, with the goal of five bids per trade inclusive of MWBE subcontractors to meet the disaggregated goals.

The NV5-Naik Engineering Joint Venture will prioritize early engagement with key subcontractors responsible for foundational civil and structural scopes. These include trades performing retaining wall construction, structural bridge bearings and steel installation, drainage systems, site clearing and demolition, earthwork, structural concrete, and rebar placement. Specifically, we are looking at early works packages for survey/layout, temporary fencing, installation of retaining walls, earthwork and drainage. Concurrently, the award(s) for long-lead items such as structural steel and bearings, which will allow the shop drawings and off-site fabrication process to start, will be awarded.

These scopes are outlined in the attached schedule and represent critical path activities requiring early coordination. In addition, below is our initial trade contracting matrix. Packages will be awarded based on minimizing overall cost and keeping project completion on schedule and therefore this matrix will evolve during preconstruction.

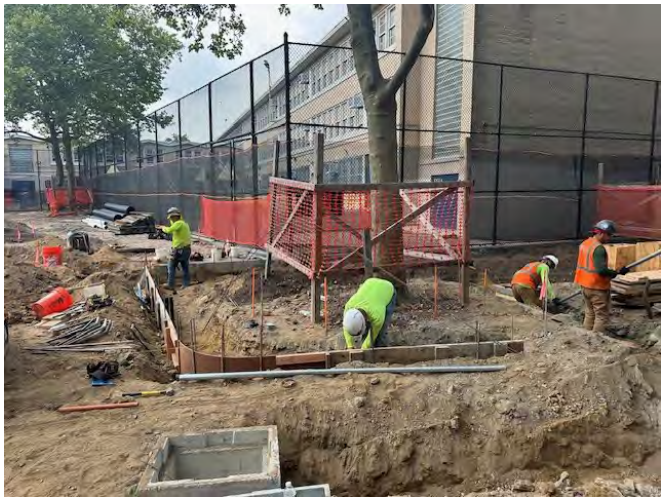
Prior to the Bidding and Procurement phase, the NV5-Naik Engineering JV will cross reference data with other similar projects to maximize cost savings potential. Additionally, we will implement strategies to secure materials prone to price fluctuations early, mitigating risks associated with cost escalations and tariff adjustments. As discussed earlier We will use the BUILDINGCONNECTED Module of the ACC Digital platform to distribute Bid Documents and receive proposals via BUILDINGCONNECTED's timed proposal opening feature.

During bidding, the platform will allow us review RFIs, develop responses to subcontractors, issue addenda to support the bidding process, and perform bid leveling and evaluation. Using an objective scoring system specific to the project and after conducting contractor reference interviews, the NV5-Naik Engineering JV will provide detailed feedback to the Corporation, supporting the selection of the best subcontractors to deliver the project on time, under budget, and in alignment with all project and MWBE goals. *See attached MWBE Participation Plan & Approach for more information on MWBE procurement.*

CONSTRUCTION PHASE

Site Safety

The NV5-Naik Engineering JV will implement a Site-Specific Project Safety Plan to be followed by all subcontractors led by a NYC Licensed Site Safety Manager. All field supervisory staff will have at minimum 30-Hour OSHA Training, NYC SST Cards and 4-Hour SWPPP training certification ahead of project start. All subcontractors will be required to appoint a lead contact for safety related matters that can immediately direct corrections as needed. Subcontractor workforce will be fully orientated to the specific requirements of the sites, and our superintendents will keep records of all workers on site. Regular toolbox talks, safety observations with corrections, safety inspections, safety audits and the promotion of a culture of safety from the top down will be a priority for our team. A detailed program for notifications and reporting will be submitted to the Corporation ahead of starting work in the field.



Site safety is crucial for all stages of any project.

In addition to the full-time on-site staff provided, our licensed Site Safety Manager will visit the site regularly and issue bi-weekly safety specific reports with photos and detailed information related to safety observations made, review of safety documentation for compliance, safety field corrections already made and safety enhancements still to be made. His visits will be strategically scheduled during high-risk construction activities to enhance field safety oversight and coordinate with other field meetings of note to effectively minimize costs for time spent. Based on the nature of the work, we do not believe a full time, on-site licensed safety manager will be required. Our proposed budget reflects this approach; however, we can always revisit this with NYCEDC if there are concerns.

Leadership & Execution During Construction

Joseph LaRocca, PE, will serve as the lead for all project management responsibilities. Joe will be involved from the first day of pre-construction through project closeout. He will serve as the primary point of contact for NYCEDC and lead all high-level project management tasks, including enforcing subcontractor obligations, overseeing monthly requisitions and reporting, negotiating change orders, and managing critical path method (CPM) schedule updates.

Working alongside Joseph in the field will be **Superintendent Jonathan Crocca,** who brings a rare combination of construction oversight and a background in landscape architecture. Jonathan will be on site full-time from mobilization through closeout, providing consistent and continuous field leadership. He will lead on-site coordination between trades, manage logistics, and maintain real-time tracking of field progress. He will also prepare accurate two-week look-ahead schedules and provide field-based progress reporting. His responsibilities include enforcing quality standards, maintaining compliance with all safety and SWPPP requirements, and proactively resolving field challenges to keep the work on schedule. With extensive experience delivering NYC Parks projects, Jonathan is adept at anticipating operational issues and implementing timely solutions that avoid disruptions to critical path work.

As civil work reaches substantial completion, the project will transition into the landscaping and site finishes phase. **Project Manager Parthkumar Patel** will lead this scope and join the on-site team full-time to support daily field operations. Parth will manage subcontractor scheduling, coordinate material deliveries, track RFIs and submittals, and oversee cost and schedule performance. He recently managed the successful reconstruction of five acres at Owl's Head Park in Brooklyn, which featured similar scope elements including stormwater retention systems, outdoor fitness areas, and playgrounds. His familiarity with NYC Parks standards and ability to manage multi-trade, detail-intensive scopes makes him a strong lead for the landscaping phase.

Together, Jonathan and Parthkumar will take a hands-on, field-driven approach that emphasizes clear communication with the design team and real-time issue resolution. Their proven track record delivering NYC Parks projects in full-time on-site leadership roles will be a key factor in achieving a final product for the QueensWay that meets the City's highest standards for quality, functionality, and long-term public benefit.

SWPPP Compliance and Management

The NV5-Naik Engineering JV is fully committed to ensuring continuous compliance with all Stormwater Pollution Prevention Plan (SWPPP) requirements as outlined by NYCDEP. The design team of record will be responsible for SWPPP site inspections and documentation in accordance with regulatory standards. On-site, our superintendent will serve as the qualified representative, addressing any SWPPP-related issues immediately and ensuring proactive coordination with the design team.

Multiple members of the NV5-Naik Engineering JV team have extensive experience managing SWPPP compliance on similar urban and parkland sites. Our team is well-versed in the daily maintenance of SWPPP controls and will ensure strict adherence to all permit conditions throughout the duration of the project.

Circular Guidelines

As the Construction Manager (CM) for the QueensWay Metropolitan Hub project, NV5 is committed to supporting NYCEDC's sustainability goals by incorporating the principles outlined in the Clean and Circular Design and Construction Guidelines throughout the construction process. Our approach will focus on minimizing environmental impact, optimizing resource efficiency, and promoting circularity in materials and construction practices.

NV5 will work closely with NYCEDC, NYC Parks, and the design team led by Techno Consult Inc., to ensure that sustainability is embedded in all phases of construction. We will oversee the implementation of clean and circular strategies, including sourcing sustainable materials, reducing embodied carbon, and maximizing reuse and recycling of construction and deconstruction materials.

Key sustainability actions will include:

- Material Management and Waste Minimization: NV5 will develop and implement a Material Management and Waste Minimization Plan to track and report the flow of materials on and offsite. We will aim to divert at least 75% of construction and demolition waste from disposal and reuse or recycle 95% of discarded concrete and soil materials.
- Low-Carbon Material Sourcing: NV5 will assist the design team in selecting materials with low or no embodied carbon content, targeting a minimum of 25% of total materials. We will engage local suppliers who prioritize environmental responsibility and explore innovative technologies such as CarbonCure to reduce carbon emissions in concrete production.
- Circular Design Coordination: NV5 will support circular design goals by identifying opportunities for material reuse, including the potential for on-site crushing and reuse of concrete as Recycled Concrete Aggregate (RCA). We will also assist with cut/fill exercises to minimize soil import/export and promote a balanced site.
- Sustainability Reviews and Cost Estimating: Our team will conduct sustainability reviews during preconstruction and construction phases, providing field solutions and cost estimates for implementing clean and circular strategies. We will ensure that all sustainability-related construction changes are feasible and cost-effective.

- **Documentation and Reporting:** NV5 will maintain detailed records of sustainable material sourcing, including vendor data, quantities, and installation locations. We will coordinate with the Sustainable Materials Manager (SMM) to ensure accurate tracking and reporting, and support updates to the Circular Design and Construction Plan (CDCP) as needed.

Through these efforts, NV5 will help deliver a vibrant, family-friendly linear park and cultural greenway that reflects NYCEDC's commitment to sustainability and circular construction practices, while enhancing connectivity, recreation, and access to nature for the communities of Forest Hills and Glendale.

SWPPP Installation and Maintenance Strategy

Upon mobilization, our subcontractor responsible for the civil project scope will install the initial SWPPP controls, including:

- Silt fencing
- Catch basin protection
- Stabilized construction entrances
- Erosion control blankets

These controls will be maintained and adjusted regularly as the site evolves. Later in the construction timeline, responsibilities for maintaining these protections will transition to the lead landscape contractor. The NV5-Naik Engineering JV will ensure continuous, seamless coverage of SWPPP responsibilities through this transition, with oversight and documentation maintained at all times.



NV5 is familiar with all aspects of SWPPP.

Site-Specific SWPPP Considerations

Our team understands the specific challenges of the QueensWay site and will apply appropriate SWPPP strategies accordingly, including:

- Implementing enhanced erosion controls in areas with steep slopes
- Deploying sweepers regularly to maintain adjacent paved surfaces and prevent sediment tracking
- Operating water trucks for dust suppression during dry or high-traffic phases of construction
- Ensuring all soil stockpiles are securely covered to prevent wind borne sediment migration
- Installing protection at off-site catch basins that may receive runoff, in addition to on-site structures

With a deep understanding of SWPPP compliance and a proactive management approach, the NV5-Naik Engineering JV will maintain a clean, compliant, and environmentally responsible worksite for the entirety of the project.

Project Schedule

The Project Schedule developed during Pre-Construction will be further refined and submitted to the Corporation prior to the start of the construction phase to establish the baseline schedule. The baseline schedule will lay out milestones, activity durations and the critical path to completion within the anticipated construction period. While the NV5-Naik Engineering JV is confident that the project will be delivered ahead of schedule, regular documentation will be maintained to create a detailed project timeline that can always be referenced.

The schedule will be used as a tool to:

- Identify critical path and sub-critical path activities
- Document and analyze schedule delays, providing detailed reasoning
- Develop recovery schedules as necessary
- Offer NYCEDC monthly summary narratives, outlining schedule changes

As subcontractors are onboarded, their input will be actively incorporated into the master project schedule to ensure alignment across all trades. This collaborative scheduling approach will allow for the seamless linking of interdependent activities, enhancing coordination and minimizing delays.

The Master Scheduler will receive weekly field progress updates, which will be reflected in the monthly schedule revisions. This ensures that the schedule distributed to the Corporation remains current, accurate, and reflective of real-time field conditions. By maintaining a dynamic and responsive scheduling process, the NV5-Naik Engineering JV will support proactive decision-making and maintain transparency throughout the project lifecycle.

As part of the development of our initials project schedule, included with this RFP Response, we have split the project into the following three work areas:

- North of LIRR
- South of LIRR
- Bridge over LIRR

Within the North and South areas, we further delineated works zones to illustrate how simultaneous work across multiple zones will reduce idle time and accelerate the project schedule.

See attached schedule, phasing plan and summary narrative for more detail on the anticipated project timeline and execution strategy.

Cost Control

The NV5-Naik Engineering JV is dedicated to identifying cost savings opportunities. Value Engineering will continue through the entirety of the project, and our team will strategically subcontract out scope to avoid multiple layers of mark up, minimize change orders, and enhance efficiency through detailed pre-planning. Recognizing that change orders are an inherent part of any complex construction project, the NV5-Naik Engineering JV will implement a disciplined and transparent process for managing cost entitlement claims. Each proposed change will be thoroughly scrutinized to ensure validity, scope alignment, and cost reasonableness. Prior to submission to the Corporation, all change order requests will be supported by detailed backup documentation, including labor and material breakdowns, schedule impacts, and justification narratives.

Our monthly progress report will include comprehensive financial tracking, covering:

- All construction costs and CM fees
- A trends log outlining potential cost impacts identified to date
- A change order summary log
- Cash flow projections forecasting anticipated project costs through completion

Submittals, Shop Drawings, RFIs, Material Approvals, Record Keeping

Having been part of preconstruction and able to develop a prioritized submittal schedule, the NV5-Naik Engineering JV will have a clear understanding of the required submittals and steps to staying ahead of any long lead items. To ensure the highest level of quality, particular attention will be given to:

- Bridge Steel and Bearings shop drawings
- Temporary SOE stamped plans
- Pile submittals and testing procedures
- Permanent sheet pile retaining wall material submittals
- T-Wall Shop Drawings
- Drainage Materials and Structures Shop Drawings prioritized in order of installation
- Concrete design mixes, placement methodology, pour sequencing, and scheduling
- Rebar/formwork shop drawings
- Geotechnical Submittals required for backfilling such as lightweight fill
- Electrical/Plumbing material submittals
- Planting Related Items

By leveraging our preconstruction expertise, we anticipate minimizing the number of RFIs required and accelerating the submittal approval process.

Construction Progress Meetings, Additional Meetings, Construction Staging/Work Plans

The NV5-Naik Engineering JV will lead results-driven meetings with clear agendas, defined goals, and documented action items. Targeted follow-ups will keep critical path items on track. All meetings will include a virtual option to ensure full team participation.

Joseph LaRocca, PE, NV5's Senior Project Manager, brings extensive experience managing projects with similar complexities to QueensWay. He is well-versed in evolving logistics, work plans, and MPT strategies, and has a strong history of presenting to NYC agencies and private developers on topics such as safety, MPT implementation, and detailed construction planning.

Joe will be supported by a skilled team with a proven ability to produce clear planning visuals that effectively communicate staging, phasing, and scheduling to all stakeholders. The team will proactively identify any work that may impact adjacent buildings, traffic, or local communities and will coordinate with all parties to minimize disruptions.

Project Reports, Field Inspections & Special Inspections

Accurate documentation is critical to ensuring project transparency and quality. The NV5-Naik Engineering JV will utilize Autodesk Construction Cloud platform to enable field staff to directly generate reports via tablets while in the field, enabling instant upload to the cloud. This approach allows our qualified superintendent to spend more time in the field providing subcontractor oversight and inspecting the work for quality and adherence to the contract documents, while office support teams manage additional project reporting and document organization within a centralized hub. The NV5-Naik Engineering JV team will also coordinate and schedule all special inspections with results and Non Conformance Reports tracked on the same common platform that will eventually transition the project to punch list and close out.

POST-CONSTRUCTION PHASE

During the 12-month post-construction phase, the NV5-Naik Engineering JV will remain fully engaged and readily available to address any follow-up items, whether in the office or in the field. Our commitment to project close-out and long-term success includes:

- Warranty and Guarantee Oversight: Actively monitoring all warranties to ensure subcontractors and suppliers uphold their post-construction obligations.
- Ongoing Site Monitoring: Conducting monthly site visits to assess and document existing conditions through detailed reports and photographs.
- Subcontractor Closeout: Facilitating timely closeout of all subcontractors, including final change order negotiations, collection of outstanding deliverables, and submission of required documentation.

Staffing

ORGANIZATIONAL CHART

NYC / EDC

JV TEAM
- NV5

SPECIALTY SUB-CONSULTANTS
- Toscano Clements Taylor, LLC (WBE)
- Infinite Consulting Corp (MBE)

Pre-Construction / Bidding Phase

Senior Project Manager
Joseph LaRocca, PE

Project Scheduler
Travis Williams, CEP, PSP

Project Estimator
Adel Hanna, CCP

Project Estimator
Pallav Mistry, DBIA

Construction Phase

Senior Project Manager
Joseph LaRocca, PE

Project Scheduler
Travis Williams, CEP, PSP

Project Superintendent
Jonathan Crocca

Project Manager
Parkthkumar Patel

Post-Construction Phase

Project Manager
Parkthkumar Patel

RESUMES



JOSEPH **LAROCCA**

PE

SENIOR PROJECT MANAGER

EDUCATION

B.S., Civil Engineering, Villanova University

EXPERIENCE

22 Years

REGISTRATIONS

Professional Engineer: NY

NYC Licensed Site Safety Manager

NYCDOB SST (Supervisor)

Certified Preparer/Inspector of SWPPP

OSHA 40-Hour Site Safety Manager Certificate

OSHA 30-Hour Safety Training Certificate

OSHA Confined Space Entry Training 8-Hour Certificate

NYCDOB 30-Hour Concrete Safety Manager Certificate

56-Hour AGC BIM Management Certificate

Secure Worker Access Consortium (SWAC)

811 Training

Mr. LaRocca is a recent hire at NV5 and brings over 22 years of experience in successfully delivering both public and private sector projects. His portfolio includes large-scale infrastructure projects such as PANYNJ's JFK Airport Terminals 1,4 and 5. All of his work has been focused within the New York City Region, allowing him to develop an extensive understanding of local NYC regulatory agencies and permitting requirements while achieving project MWBE goals. Having worked with both union and non-union labor under various PLA agreements, Joseph has excelled as a Project Manager, Owner's Representative and Discipline lead with a focus on budget development/ control, permitting, contracts management, safety planning/execution, team building, and risk management.

SOUTH ROCHDALE PARK RECONSTRUCTION CM

NYC PARKS | QUEENS, NY

OWL'S HEAD PARK RECONSTRUCTION CM

NYC PARKS | BROOKLYN, NY

BROOKVILLE PARK BASEBALL FIELDS CM

NYC PARKS | QUEENS, NY

ANIBAL AVILES PLAYGROUND CM

NYC PARKS | MANHATTAN, NY

Senior Project Manager. Performs all of the roles required by an SPM for NYC Parks including manage schedule updates, budget analysis, change order review, monthly requisition process, logs and record keeping, SWPPP/ safety oversight and leading regular meetings. Directly manages the contractors performing over $20 million of hard cost scope to ensure the budget and schedule goals are achieved. Tasks include management of personnel and subconsultants; coordination of scope including site work, Support of Excavation, utility connections, stormwater management installations, grading, tree protection, playground/park amenities and landscaping.

QUEENS MULTI-SITE GREEN INFRASTRUCTURE SUPERVISION

NYC DEP | QUEENS, NY

Senior Project Manager. Responsible for managing the full project lifecycle of multiple green infrastructure initiatives aimed at reducing stormwater runoff and improving water quality. Direct Supervision of general contractors performing over 15+ million of scope at Union Turnpike and other Queens Roadways, as well as 12+ NYC Parks Locations in Queens. Position includes budget forecasting, change order review and negotiation, schedule planning, design compliance and constructibility reviews, permitting tracking, and

oversight of construction activities for installations such as drainage retention systems (SMPs), various pavement types, landscaping, and other site work installations. The role also requires implementation of specific project controls, coordination with internal NYCDEP teams, external consultants, contractors, and various City agencies to ensure projects are delivered on time, within budget, and in compliance with regulatory requirements; Manages project budgets and reporting, ensures adherence to environmental and safety standards, and contributes to long-term program planning and sustainability efforts.

GARVIES POINT PARK DEVELOPMENT

CITY OF GLEN COVE | GLEN COVE, NY

Owner's Rep./Project Manager for $1.1 billion waterfront project - new 28-acre waterfront park within overall 70-acre Ground-Up Development. Installation of 1 mile of new bulkhead included new marinas, gangways, floating docks, shoreline stabilization, dredging and sheet pile-supported ecological pier. Led the project team installing new utilities, 1 mile of new public roadway, park playground, pedestrian pathways, and new landscaping such as native plantings to replace invasive species, as well as environmental remediation efforts and regrading of site. On-site daily management and supervision of Design Team, Inspectors, Commissioning Agent, Consultants and Multiple Contractors; developed budgets, cost estimates, schedule and cash flow projections for both ongoing project work and future projects; with legal team support, drafted contract documents, exhibits, scope specifics; compiled and issued bid packages to contractors, bid leveling and negotiation, and awarded contracts. Implemented quality and safety program and document control system using Procore for all team members to use as well as track all submittals, RFIs, and key documents.

Sole sub-project lead for construction of new NCDPW from design through turnover well under budget and ahead of schedule; same for ground-up Glen Cove Anglers Club turned over to private group and multiple park buildings turned over to City of Glen Cove; gave presentations to municipalities with success in achieving project alterations and goals; delegated APM and Supers team with track record of expediting their growth.

The project consisted of multiple funding sources that required formal turnover to local municipalities to their standards.

JFK NEW TERMINAL ONE DESIGN-BUILD – LANDSIDE UTILITIES & ROADWAYS PROJECT

PANYNJ | QUEENS, NY

Senior Project Manager/Project Team Lead - Civil

Portions of $4 billion JFK New Terminal One Design Build Project. Joe managed Tri-Venture staff of 15 including SPMs, Superintendents and PMs. He led a safety oversight program and led comprehensive preplanning efforts with labor force, also issuing/managing contracts and purchase orders to subcontractors ranging from $5,000 to $30 million. Joe oversaw installation of over 20,000 CY of concrete as part of the overall project scope, which also included large quantities of utility installations like drainage, electric and lighting. Joe successfully negotiated $40 million in change orders/allowance work; directly managed monthly requisition process and produced accurate monthly cost projections aiding in the project staying on time and under budget, all while exceeding all MWBE goals and assuring client satisfaction. Direct oversight of large-scale civil construction installations such as retaining walls, pile supported foundations, T-Walls, bollards, fencing, excavation/backfilling, Support of Excavation, drainage, electric, water main, gas main. New bridges included abutment walls, wing walls, bearings, structural steel sourced both domestically and from abroad, prestressed beams, concrete deck, parapet walls. Regular assistance to design team to resolve field issues. Document control, managed monthly requisition and reporting process, direct to stakeholder schedule updating.

DBK4 AMAZON LOGISTICS WAREHOUSE

AMAZON | QUEENS, NY

Owner Rep./Project Manager for $300 million ground-up 5-story warehouse and site pavements/utilities. Joe oversaw the installation of 100,000 CY of concrete on a project adhering to NYCDOB, NYCDOT, DEP, Con Ed, DEC standards. Exceeded all MWBE and sustainability goals. Joe led the efforts on permitting, close out, special inspections, coordination, sustainability goal tracking, and an extensive QA/QC program. Joe chaired meetings with the design team and contractors, implementing measures in the field to accelerate schedule and

save cost, followed by formal documentation and record keeping. Joe reviewed/approved monthly requisitions, all cost change orders. Utilized experience to assist team in needed redesigns, VE, site specific environmental issues, bettering site safety conditions. Joe excelled at building relationships, communicating between different project parties (A&E, Inspectors, Contractors, Utilities, Municipalities), cost evaluation, expediting of foundations/underground utilities/pavement/ other scopes; promoting team atmosphere; leading negotiations directly with subcontractors to help team expedite project and minimize cost impacts. Provided monthly cash flow projections to investors.

Infinite Consulting Corp



TRAVIS WILLIAMS, CEP, PSP

Director of Estimating & Scheduling

Travis Williams has over 13 years of experience in the A/E/C industry. He is a knowledgeable civil, structural, and architectural cost estimator and project manager with expertise across all sectors for all types of facilities, new building design, renovations, replacements, and demolition. Travis is known for his calm demeanor and meticulous attention to detail. He's built an extensive portfolio of diverse projects with a demonstrated track record of being delivered on time and within budget. Travis's skills extend to feasibility studies, change order management, quantity take-offs, value engineering, bid/proposal reviews, reconciliation, and scheduling.

YEARS' EXPERIENCE
13

EDUCATION
M.S. Civil Engineering, NYU Tandon School of Engineering

B.S. Civil Engineering, Syracuse University

CERTIFICATIONS
AACE Certified Estimating Professional (CEP)

AACE Planning and Scheduling Professional (PSP)

MEMBERSHIPS
AACE International

SELECT PROJECT EXPERIENCE

MTA NYCT Design-Build Services for Elevator Replacements at Various Stations

Senior Scheduler | Providing CPM Scheduling services for the design-build services to replace 19 elevators at various New York City Transit (NYCT) subway stations. The scope includes removing and replacing all equipment within each elevator machine room, as well as making modifications to ensure the new elevators meet current ADA requirements. Additionally, it encompasses State of Good Repair work and upgrades to the existing communication systems.

MTA LIRR Design-Build Services for ADA Stations Improvements Package #1

Senior Scheduler | Providing CPM Scheduling services for the design-build ADA Station Improvements project, with responsibilities including developing the Preliminary and Baseline Schedules and monthly updates throughout design and construction. The project consists of upgrades at the nine stations, addressing deficiencies in accessibility and updating station elements to comply with ADA codes and standards, and bringing various station elements into a State of Good Repair.

MTA NYCT Critical Facilities Flood Mitigation at Consolidated Revenue Facility

Senior Scheduler | Prepared the bid schedule for constructing a new flood wall along the property perimeter of the MTA's Consolidated Revenue Facility in the Borough of Queens. The scope included installing a precast concrete panel and sheet pile wall system, two pump stations for site drainage, flood lights, electrical upgrades, yard drainage improvements, aluminum security fencing, and site restoration.

MTA NYCT New Bus Parking Lot at York College

Senior Estimator/Scheduler | Providing cost estimating and scheduling services for the reconstruction and expansion of the Jamaica Bus Depot. The project aims to convert the York College property to a temporary paved parking area to accommodate at least 170 buses from the Jamaica Bus Depot. The proposed parking lot will be designed to meet environmentally conscious design regulations concerning stormwater management. Deliverables include providing estimates at 30%, 60%, and 100% design milestones, as well as a final estimate after design completion. Additionally, we will develop and update the baseline design schedule monthly.

MTA NYCT Replacement of Mechanical and Electrical Components at South Channel Bridge

Senior Estimator/Scheduler | Providing cost estimating and scheduling services for the South Channel Swing Bridge Project. The scope of work involved restoring and repairing

TRAVIS WILLIAMS, CEP, PSP

Director of Estimating and Scheduling

Infinite Consulting Corp

the swing functionality of the bridge. A detailed scope of work included removing and installing a new PACIS system, CCTV system, fiber optic cabling, communication system, modifying power and power equipment, and installing a new generator. The scope also included repair work of the motors, gears, cataract system, and Central, North, and South Chamber shafts.

MTA NYCT New Substations Jamaica Station & 27th Street (FIT) Station

Senior Estimator/Scheduler | Provided cost estimating services at the conceptual and schematic design phases and developed the Design-Build schedule for both stations. The project scope included the maintenance and protection of traffic, secant piles, structural concrete, and steel, as well as dewatering, metal stairs and ladders, positive and negative traction power enhancements, communication upgrades, a complete electrical build-out, fire alarm and suppression systems, domestic and sanitary plumbing, and mechanical build-out. Considerations were made to phase the project due to its location and the attempt to minimize disruptions to the public.

MTA NYCT Replacement of Escalator System-Wide

Senior Estimator/Scheduler | Provided estimates and schedules for design-build bridging documents. The scope of this project included investigating existing escalators, developing a master plan report with replacement options, and preparing final design-build documents. The scope covered, at times, up to 16 different stations with a total of up to 45 escalators. The detailed scope encompassed structural repairs and replacements, architectural improvements, plumbing and mechanical upgrades, the installation of a new fire suppression system, and complete electrical upgrades, all of which were associated with the installation of new escalators. These escalators were internal and external drives ranging from 10' to 40'.

PANYNJ JFK Airport Terminal 1 – Landside Utilities

Senior Scheduler | Providing CPM Scheduling Services for developing the Preliminary and Baseline Schedules; monthly updates are also provided. The project will relocate existing utilities, upgrade select utilities to current standards, and install new utilities to support new facilities and systems.

PANYNJ JFK Airport Terminal 1 – Roadways

Senior Scheduler | Providing CPM Scheduling Services for developing the Preliminary and Baseline Schedules; monthly updates are also provided. The project will reconfigure the CTA roadway system to provide more efficient Terminal access, including at-grade, infilled, and elevated roadways, as well as associated wayfinding and traffic technologies.

BCPA South Battery Park City Resiliency Project

Senior Scheduler | Providing CPM Scheduling Services utilizing Primavera P6 to review contractor P6 schedule submissions for the three separate construction contracts comprising the SBPCR. Additionally, Infinite is responsible for consolidating the three schedules into a single, comprehensive scheduling document. The three packages include the construction of a new Wagner Park Pavilion Building at a higher elevation, the Resilient Wagner Park/MJH reconstruction, and the Reconstruction of Pier A Plaza and a portion of Battery Park at a higher elevation with improved interior drainage.

NYC DEP WP-164 North River WWTP Cogeneration and Electrification Project

Senior Scheduler | Responsible for providing all scheduling needs from the preliminary schedule, baseline, cost loading, monthly updates, time impact analysis, and completion schedule. The project scope includes the demolition of an existing electrical substation, the construction of a new electrical substation building, and the installation of new Transformers, low-voltage switchgears, electrical maintenance holes, electrical duct banks, and other associated electrical infrastructure improvements. Additional work includes driven foundation piles, structural concrete, and restoration of site works.



Adel Hanna, CCP

Senior Cost Manager

With nearly four decades as a cost estimator, Adel is a key player in estimating costs for diverse projects within New York's state, city, and municipal agencies. He has significant experience delivering services for resiliency and recovery projects for the New York City Economic Development Corporation (NYCEDC) and the New York City Housing Authority (NYCHA), as well as projects for Dormitory Authority of the State of New York (DASNY). Known for his commitment to precision, Adel employs his extensive industry knowledge to assist architects and engineers in making informed decisions, ensuring effective communication with clients and owners while respecting project budgets. His dedication has consistently contributed to the success of numerous high-profile ventures.

Years of Experience:
38 years

Education:
BS, Architecture,
Ain Shams University, Egypt

Certifications:
Certified Cost Professional (CCP)

Selected Project Experience:

- NYCEDC Broadway Junction Planning Initiative, Brooklyn, NY
  Senior Cost Estimator/Senior PM - Provided an Order of Magnitude estimate for a planning initiative to support a mixed-use district in the area in and around the Broadway Junction transit hub that would integrate office and commercial uses, public realm and transportation infrastructure improvements, and enhanced connectivity to the surrounding neighborhoods.
- NYCEDC Morris Park Planning and Development Analysis Task Order, Bronx, NY
  Senior Cost Estimator/Senior PM - Provided cost estimating services for a transportation sensitivity analysis to assess potential opportunities for Morris Park and the surrounding areas in the Bronx. This area of the Bronx faces several existing transportation challenges that could potentially limit commercial growth. The study aimed to determine whether existing transportation serves as a barrier to growth and explored potential ways to enhance connectivity to existing and future job centers, particularly hospitals and medical centers. The analysis examined how to leverage the new transit connection but primarily focused on viable options to improve vehicular flow.
- NYCEDC Hudson Street Roadway Enhancements Project, New York, NY
  Senior Cost Estimator/Senior PM - Assisted the Resident Engineer with providing an estimate on change order scope/fee submitted by the Contractor for 4 task orders. The scope of these task orders included signal conduits, street paving, metal edging along planter beds with anchors to the sidewalk, metal tree guards, rodent deterrent mesh in planting beds.
- NYCEDC Hunts Point Resiliency BRIC Application Support, Bronx, NY
  Senior Cost Estimator/Senior PM - Prepared estimates at Task 4: Conceptual Designs and Cost Estimates, which involved developing conceptual-level designs and associated cost estimates for building-level flood protection measures at the Meat Market and 600 Food Center Drive. The scope includes supporting the design of flood gates, infrastructure elevation, and floodproofing solutions to mitigate coastal flood risks, with deliverables aligned to FEMA Benefit Cost Analysis standards.



Pallav Mistry, DBIA

Senior Cost Estimator, Project Manager

Pallav is a DBIA-certified cost management professional with over a decade of experience supporting complex infrastructure and transportation projects, including rail, transit, and multimodal facilities throughout the northeast. He brings deep expertise in preparing construction cost estimates for both ground-up and renovation efforts with a focus on large-scale capital programs involving phased construction and active operations. He has worked extensively with public-sector clients, including the Amtrak, Metropolitan Transportation Authority (MTA), NJ Transit, and the Port Authority of New York and New Jersey, among several others.

Years of Experience:
12 years

Education:
Bachelor of Technology (Hons), Civil Construction, Cept University, India

Certifications:
Design-Build Institute of America: Design-Build Professional (DBIA)

Selected Project Experience:

- NYCEDC Kingsbridge Armory Visioning, Bronx, NY
  Senior Cost Estimator/PM - Provided cost estimating services for the building conditions assessment and new development phases. Scope of work included developing a Public Vision Document that established a set of high-level objectives to guide the redevelopment of the Armory. Recognized as a historic landmark, the Armory was re-envisioned to align with the community's economic development priorities.
- Asphalt Green Master Plan and Concept Study, New York, NY
  Senior Cost Estimator/PM - Providing order of magnitude cost estimates and ROM estimate for the master planning concepts to support the existing Upper East Side outdoor field campus bound by York Avenue, East 91st Street, FDR Drive, and East 90th Street. The master plan's concepts include a pool and gym facility, a new basketball court, lockers, administration offices, soccer pavilion, clubhouse, and field storage. High-level vision and goal setting, planning and programming, site planning, and basic massing studies will be developed and tested as part of the Master Plan Concept Studies.
- ESDC Penn Station Area Public Realm, New York, NY
  Senior Cost Estimator/PM - Provided order of magnitude cost estimates to assist the Public Realm Task Force for this project aimed to deliver sustainable development and improve the overall quality of public infrastructure around the Penn Station and MSG area. Project goals included a unified transportation hub that prioritizes pedestrian safety, wayfinding, accessibility, and climate responsiveness. Scope items included infrastructure, lighting, seating, landscape, architecture, waste management, and new construction. Size: 419,110 GSF and 38,000 GSF | Value: $254,951,730
- NYCT Broadway Junction Complex, New York, NY
  Senior Cost Estimator/PM - Provided an Order of Magnitude estimate for a planning initiative to support a mixed-use district in the area in and around the Broadway Junction transit hub that would integrate office and commercial uses, public realm and transportation infrastructure improvements, and enhanced connectivity to the surrounding neighborhoods. Size: 600,000 SF | Value: $50M



JONATHAN **CROCCA**

SUPERINTENDENT

EDUCATION

M.L.A., The City College of New York

B.A., Music, State University of New York at Fredonia

EXPERIENCE

10 Years

REGISTRATIONS

OSHA 30-Hour Training Course

OSHA Confined Space Entry Training

ACI Concrete Field Testing Technician – Grade 1

NYCDDC Water Main Inspection Certification

NYSDEC 4-Hour Erosion & Sediment Control Training

Jonathan is a Landscape Architect, Resident Engineer and Construction Manager whose experience runs the gamut from designing complex streetscape projects to overseeing their construction in the field. His career to date highlights his commitment to designing and constructing sustainable infrastructure in NYC. Jonathan has extensive experience in not only overseeing a Contractor's daily operations, but also in the review of construction schedules and shop drawings; identifying ahead of time critical issues which could delay the work schedule and the taking of corrective actions; tracking paper work associated with the contract; supervising inspection personnel; management and coordination between the various sub-contractors as well as performing daily site safety inspections to insure compliance and adherence with regulations and the Contractor's Heath and Safety Plan. Jonathan's extensive experience working in NYC ensures he understands fully the requirements of the myriad of NYC agencies and stakeholders on any NYC infrastructure project.

BROOKVILLE PARK BASEBALL FIELDS CONSTRUCTION MANAGEMENT

NYC PARKS | QUEENS, NY

Project Manager/Resident Engineer that oversees the reconstruction of clay baseball infields and sod outfields, chain link backstops and perimeter fence, park security lighting and plumbing work for drinking fountains. Jonathan also monitors and makes reports regarding the sediment and erosion control measures maintained on the site as part of the requirement for the DEP Stormwater Pollution Prevention Plan. (Est. Completion Date: 9/2025)

QUEENS MULTI-SITE GREEN INFRASTRUCTURE SUPERVISION

NYC PARKS | QUEENS, NY

Resident Engineer for this project constructing green infrastructure (GI) stormwater management site improvements, also known as best management practices (BMPs) at six NYC Park facilities in Queens. The GI BMPs include surface practices, such as rain gardens or bioswales and underground retention or detention improvements. Most sites contain the presence of contaminated non-hazardous soils, which must be excavated and disposed of in accordance with NYC code requirements. As NYC Parks' authorized representative on site, Mr. Crocca is responsible for ensuring work is completed in accordance with the contract documents to accepted industry standards. He is the first line of review for contractor questions, complaints, concerns and proposals for overruns and change orders. He processes contractor submittals and payment requisitions. He is also the first point of contact for the general public.

VARIOUS PARK RECONSTRUCTION PROJECTS

NYC PARKS | VARIOUS LOCATIONS, NYC

Served as Office Engineer/Resident Engineer for the following NYC Parks' projects, where his duties included processing project payments, coordination and documentation, and accuracy of implementation and site safety: Hansborough Recreation Center Reconstruction, Manhattan; Audubon Playground, Manhattan; Frederick Johnson Playground, Manhattan; Anne Loftus Playground, Manhattan; Cadman Plaza Park Oval, Brooklyn.

ENTECH ENGINEERING, PC

NEW YORK, NY

Jonathan most recently served as Office Engineer on the Hansborough Recreation Center Reconstruction project, located at 35 W 134th St, New York, NY 10037. Prior to that project, Jonathan was the Resident Engineer for the following park reconstruction projects:

Manhattan

- Audubon Playground - Washington Heights
- Frederick Johnson Playground - Harlem
- Anne Loftus Playground - Inwood

Brooklyn

- Cadman Plaza Park Oval - Brooklyn Heights

Resident Engineer responsible for the construction supervision of New York City Parks Department projects. Responsible for project payments, coordination and documentation as well as accuracy of implementation and site safety.

RENÉE BYERS LANDSCAPE ARCHITECT, P.C.

GREENWICH, CT

Landscape Designer responsible for project drawings and detail production, as well as preparation of client presentations and presentation template design. Assisted with material selection, specification, and procurement.

D&B ENGINEERS & ARCHITECTS P.C.

WHITE PLAINS, NY

Landscape Architectural Designer acting as the consulting designer to NYCHA's Design Department. Designed and prepared construction documents for numerous projects including playgrounds and athletic facilities, ADA parking, greening projects within housing developments, and other landscape upgrades.

GREENWOOD ROBINSON, LLC

BROOKLYN, NY

Designer/Creative Associate involved in the design, installation, and maintenance of planting plans for residential gardens and other projects. Assisted in the preparation of client proposals and budget documents. Designed templates for client billing and presentation documents and for building a digital plant reference library.



PARTHKUMAR **PATEL**

CMIT
PROJECT MANAGER

EDUCATION

M.S., Construction Management, California State University, 2020

B.S., Civil Engineering, Gujarat Technological University, 2017

EXPERIENCE

8 years – <1 at NV5

REGISTRATIONS

Construction Manager-in-Training

CERTIFICATIONS

OSHA 30-Hour

AutoCAD

SWPPP

Parth is a dedicated Resident Engineer and Project Manager with a strong passion for the construction industry. He has a track record for taking a collaborative approach to projects and contributing to project success through meticulous planning and execution. Parth is experienced in overseeing a diverse range of construction projects, ensuring compliance with safety standards and project objectives while fostering team productivity. He has more than 8 years of experience in construction management, most recently in New York City as an RE for multiple Parks projects. His diverse experience gives him broad knowledge of the challenges of construction projects and insight into forming solutions, proper document tracking and familiarity with industry standards.

OWL'S HEAD PARK BASKETBALL COURTS RECONSTRUCTION

NYC PARKS | NEW YORK, NY

Mr. Patel was actively involved from project initiation, including pre-construction and kickoff meetings, to ongoing progress meetings by preparing agendas, tracking action items, and ensuring timely resolution of issues. Coordinated with surveyors and contractors to verify installation of underground drainage structures and stormwater practices in compliance with grading plans, specifications, and design drawings. Conducted weekly SWPPP inspections to ensure compliance with environmental regulations and site stormwater management requirements. Reviewed grading operations to ensure accuracy of elevations and adherence to approved plans. Managed contractor submittals including RFIs, change orders, and proposals; evaluated pricing against market standards and coordinated with design teams for technical clarifications. Worked closely with auditors and administrative teams to review and approve monthly payment applications, maintaining accurate calculation logs and project documentation. Oversaw field inspections, monitored construction progress, and ensured quality control across multiple trades throughout the project lifecycle.

STREET TREE PLANTING & SIDEWALK IMPROVEMENTS PROGRAM

NYC PARKS | NEW YORK, NY

As the regular full-time on-site Resident Engineer (RE), Mr. Patel was directly responsible for all the duties normally associated with resident engineering inspection services, including direct contractor supervision, interpretation of plans and specifications, client coordination and communication, managing and documenting project meetings, producing Daily Reports, project record keeping and filing, performing measurements, quantity take-offs and volumetric calculations, quality and safety oversight for planting and sidewalk installations, handling contractor RFIs, submittals, change order and overrun

requests, processing monthly payment requisitions, and reviewing those requisitions with the agency engineering audit officer.

MGE UNDERGROUND PROJECT MANAGER

NYCDEP | SAN JOSE, CA

Oversaw Project involving both overhead and underground electrical installations. Coordinated with field personnel on standards to be adhered to in order to ensure quality and achieve project goals. Worked with a team consisting of QA/QC and construction personnel to create project objectives, budgets, and schedules. Developed reports on project status and percent complete while also documenting change occurrences in real time. Created work plans including logistics aspects to coordinate work in the field. Directly interacted with subcontractors and vendors, managed field crews and utilized client software to document activities. Reviewed and commented on proposals, estimates and change orders for the projected weekly project meetings and maintained meeting minutes for record. Prepared close-out documents such as as-builts and QA/QC documentation. Created 811 dig request tickets and ensured the requirements of local entities were adhered to.

COST PROPOSAL

1. Direct Labor Expense Schedule

Preconstruction Consultant Team Staffing - 2025 & 2026				
TITLE	**Hourly Rate**	**Overhead Rate**	**Total Hours**	**Total Costs**
Senior Project Manager	$119.60 - $124.38	2.51	608	$ 177,038.63
Estimator	$78.00 - $81.12	2.96	380	$ 75,728.64
Master Scheduler	$93.60 - $97.34	2.51	64	$ 15,636.70
Maximum Allowable Total Pre-Construction Staffing Costs				$ 268,403.97

Construction Consultant Team Staffing - 2026, 2027 & 2028				
TITLE	**Hourly Rate**	**Overhead Rate**	**Total Hours**	**Total Costs**
Senior Project Manager	$124.38 - $134.53	2.51	950	$ 308,531.41
Project Manager	$68.90 - $77.42	2.51	2880	$ 531,667.06
Superintendent	$68.90 - $77.42	2.51	2880	$ 531,667.06
Master Scheduler	$97.34 - $105.39	2.51	136	$ 34,646.63
ADD ALT STAFF				
Construction Communication Liason	$60.57 - $62.99	2.51	558	$ 86,627.13
Maximum Allowable Total Construction Staffing Costs (BASE FEE)				$ 1,406,512.16
Maximum Allowable Total Construction Staffing Costs W/ ADD ALT STAFF)				$ 1,493,139.29

Post-Construction Consultant Team Staffing				
TITLE	**Hourly Rate**	**Overhead Rate**	**Total Hours**	**Total Costs**
Project Manager	$ 77.42	2.51	136	$ 26,426.74
Maximum Allowable Total Post-Construction Staffing Costs				$ 26,426.74

Maximum Allowable Total Consultant Team Staffing Cost (Base Fee)	$ 1,701,342.87
Maximum Allowable Total Consultant Team Staffing Cost (W/ Add Alt)	$ 1,787,970.00

The actual base hourly billing rate of each title and individual approved to provide Services under a specific Project Assignment may be increased once per calendar year, with the Corporation's approval at its sole discretion, to allow for reasonable wage rate increases. However, the actual base hourly billing rate for any title shall not exceed the Maximum Allowable Base Hourly Rate for each title as identified in the Cost Schedule for the full term of the Contract.

2. Consultant's Fixed Fee Profit

At the time of the Project Assignment as part of its Project Assignment Proposal, the Consultant will present to the Corporation a Fixed Fee Profit, specific to that Project Assignment, to be negotiated between the Consultant and the Corporation. The Fixed Fee Profit agreed to in the Executed Project Assignment shall represent the total lump sum profit paid to the Consultant for delivery of the Scope of Services and will be paid to the Consultant on a Project Assignment percentage completion basis.

Fixed Fee Profit **$750,000.00**

Note: Based on 2.5% of Estimated Construction Costs

3. General Conditions Cost Schedule

At the time of the Project Assignment as part of its Project Assignment Proposal, the Consultant will provide a list of items to be charged under General Conditions, to be approved at the discretion of the Corporation. The Executed Project Assignment shall identify the total General Conditions costs, the items being charged against General Conditions, the monthly lump sum costs, and provide a basis for determining those costs. If the Project Assignment is structured for lump sum General Conditions, the cost of those General Conditions shall be paid as a monthly lump sum stand-alone cost. Any equipment purchased under a Project Assignment shall be tracked on Asset Panda, which shall be a prerequisite for payment.

Pre-Construction General Condition Costs				
Item	**Unit**	**Quantity**	**Unit Price**	**Sub-Total**
Field Office	Month	0		$ -
Field Office Setup	LS	0		$ -
Phone, Fax, Internet	Month	0		$ -
PPE	Month	0		$ -
Messenger Service	Month	0		$ -
Utilities	Month	0		$ -
Site Security Setup	LS	0		$ -
Site Security Monitoring	Month	0		$ -
Potable Water	Month	0		$ -
Sanitary Collection	Month	0		$ -
Misc. Expenses	LS	0		$ -
Printing / Reproductions	LS	0		$ -
Photographs and Reports	LS	0		$ -
			Total Pre-Construction Costs	$ -

Construction General Conditions Costs				
Item	**Unit**	**Quantity**	**Unit Price**	**Sub-Total**
Field Office	Month	18	$ 975.00	$ 17,550.00
Field Office Setup	LS	1	$ 4,200.00	$ 4,200.00
Office Supplies/Expenses	Month	18	$ 250.00	$ 4,500.00
Phone/Internet	Month	18	$ 285.00	$ 5,130.00
Computer/Tablet Equipment	Month	18	$ 300.00	$ 5,400.00
PPE	Month	18	$ 250.00	$ 4,500.00
Messenger Service	Month	18	$ 80.00	$ 1,440.00
Utilities	Month	18	$ 900.00	$ 16,200.00
Site Security Setup	LS	1	$ 7,000.00	$ 7,000.00
Site Security Monitoring	Month	18	$ 700.00	$ 12,600.00
Potable Water	Month	18	$ 125.00	$ 2,250.00
Sanitary Collection	Month	18	$ 750.00	$ 13,500.00
Portable Bathroom Facilities	Month	18	$ 900.00	$ 16,200.00
Misc. Expenses	LS	1	$ 4,000.00	$ 4,000.00
Printing / Reproductions	Month	18	$ 220.00	$ 3,960.00
Photographs and Reports	LS	1	$ -	$ -
			Total Construction Costs	$ 118,430.00

Post Construction General Conditions Costs				
Item	**Unit**	**Quantity**	**Unit Price**	**Sub-Total**
Field Office	Month	0		$ -
Field Office Setup	LS	0		$ -
Phone, Fax, Internet	Month	0		$ -
PPE	Month	0		$ -
Messenger Service	Month	0		$ -
Utilities	Month	0		$ -
Site Security Setup	LS	0		$ -
Site Security Monitoring	Month	0		$ -
Potable Water	Month	0		$ -
Sanitary Collection	Month	0		$ -
Misc. Expenses	LS	0		$ -
Printing / Reproductions	LS	0		$ -
Photographs and Reports	LS	0		$ -
			Total Post-Construction Costs	$ -

Total General Condition Cost	**$ 118,430.00**

4. Insurance Rate

At the time of the Project Assignment as part of its Project Assignment Proposal, the Consultant will submit for each of the insurance types required in the Project Assignment Solicitation, Insurance Rates, represented as a percentage of the Subcontractor construction trade costs, that will compensate the Consultant for all insurance costs associated with the Subcontractor construction trade Work.

The Insurance Rates shall include all applicable insurances as defined in Article 6 of the General Terms and Condition Part (II) of the Contract.

Policy Name	**Rate (As a % of Subcontractor construction trade costs)**
Commercial General Liability	2.85%
Automobile Liability	N/A[1]
Umbrella / Excess Liability	N/A[2]
Professional Liability / Error & Omissions Liability	N/A[1]
Builders Risk Insurance	0.47%
Pollution/Environmental Liability	0.21%
Payment and Performance Bonds	1.00%
Subcontractor Default Insurance	N/A[3]
Contractor Controlled Insurance Policy	N/A[3]

Notes:
1. Auto LiabilitY and Professional/E&O: Coverage to be provided by NV5 practice program; no additional cost
2. Umbrella/Excess: included in GL pricing
3. Risk handled through GL and Bonding Costs, CCIP and SDI not required

Summary	
Preconstruction Staffing	$ 268,403.97
Construction Staffing	$ 1,493,139.29
Post-Construction Staffing	$ 26,426.74
GCs	$ 118,430.00
Fix Fee for Profit	$ 750,000.00
Total	**$ 2,656,400.00**

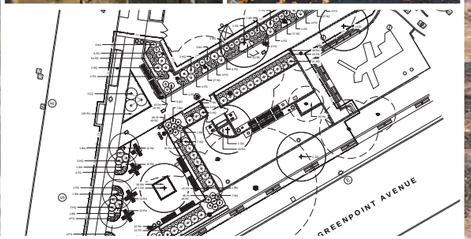


Experience





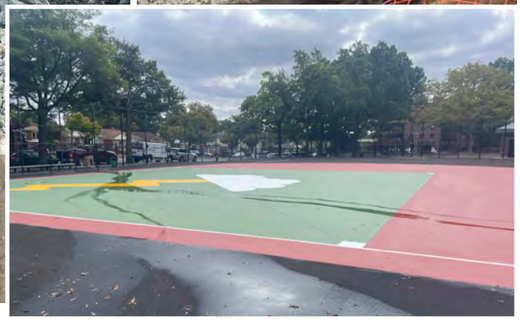












NYC Parks On-Call Construction Management Agreement

NYC PARKS | CITYWIDE, NYC

Under an active citywide On-Call Construction Management Services Agreement with NYC Parks, NV5 has managed over $40 million in construction across 30+ acres of parkland. Projects under this contract involve a wide range of scopes, including:

- Drainage and stormwater retention systems
- Asphalt and concrete paving
- Various types of pavers
- Water main and utility work
- Electrical and site lighting systems
- Playgrounds and outdoor fitness installations
- Retaining walls
- Typical park amenities such as water fountains, seating areas, and signage

Representative projects include:

- Noonan Playground (Queens)
- Queens Multi-Site Green Infrastructure (Queens)
- Brooklyn Tree Planting (Borough-Wide)
- Brownsville Community Center (Brooklyn)
- Brookville Park (Queens)
- Owls Head Park (Brooklyn)
- Anibal Aviles Park (Manhattan)
- South Rochdale Park (Queens)

As a trusted extension of NYC Parks, NV5 manages capital projects with a focus on safety, quality, and stewardship. Our team ensures projects are built to last, align with maintenance capabilities, and meet the needs of both Parks staff and the public—supporting NYC Parks' mission to build and preserve inclusive, resilient open spaces citywide.

Core Services Provided

- **Construction Oversight & Safety Management:** Full-time field supervision to ensure contract compliance and adherence to OSHA, NYC Parks, and City safety standards.
- **CPM Scheduling & Progress Tracking:** Creation and maintenance of CPM schedules to manage timelines, forecast delays, and maintain progress visibility.
- **SWPPP Compliance:** Oversight of Stormwater Pollution Prevention Plans, including enforcement of erosion and sediment control measures.
- **Cost Control & Change Management:** Evaluation of change orders and tracking of budgets to mitigate cost overruns and schedule impacts.
- **Monthly Requisition Reviews:** Review and approval of contractor pay applications based on verified field progress and contract terms.
- **Multi-Agency Coordination:** Direct coordination with NYC DOT, DEP, DOB, and utilities to ensure smooth permitting, inspections, and service connections.
- **Quality Assurance & Constructibility Reviews:** Ongoing quality inspections and early-phase constructibility input to reduce conflicts and optimize execution.
- **Document & Permit Management:** Centralized tracking of submittals, RFIs, permits, and correspondence to maintain project continuity.
- **Contract Closeout:** Completion of punch lists, final inspections, warranty documentation, and delivery of full archival packages.

Construction Cost: $40,000,000

Highlights

Construction Management
RFI/Submittal Review
Schedule Control
Change Order Management
Risk Management
Subcontractor Management
Site Safety
Document Management

Client Contact

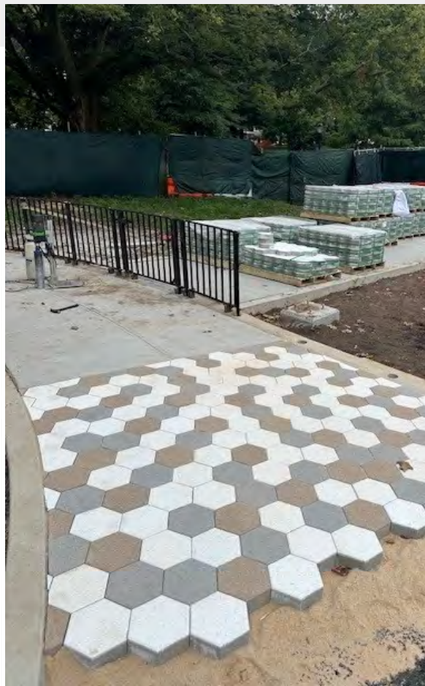
Mr. Thomas McEniff
Deputy Director – Building Construction Unit
Olmsted Center
Flushing Meadows-Corona Park
Flushing, NY 11368
p: (646) 617-2581
e: thomas.mceniff@parks.nyc.gov

RELEVANCE TO QUEENSWAY METROPOLITAN HUB

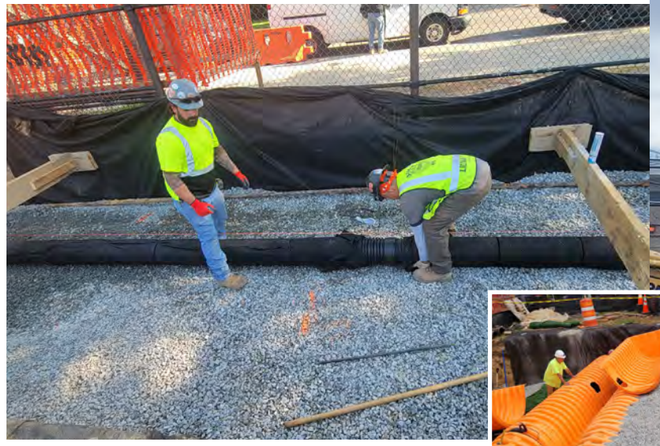
Construction Management Experience for Parks

NV5 brings extensive experience in providing Construction Management (CM) services to NYC Parks. Our responsibilities include overseeing construction activities, coordinating shop drawings and RFIs with design teams, tracking project schedules and budgets, and conducting site safety analyses with corrective guidance as needed. Our deep understanding of Parks' standards and expectations enables the NV5 team to be proactive in the field, expedite decision-making, and ensure the final constructed product aligns with Parks' requirements—delivering quality and long-term value to the City.













NYCDEP Green Infrastructure (GI) Program – On-Site Construction Management

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION | QUEENS, NY

As the on-site Construction Manager for NYCDEP's Green Infrastructure (GI) Program, NV5 has delivered full-scope construction management services across 19 NYC Parks and school sites in Queens. Key responsibilities and tasks performed include:

Pre-Construction & Planning

- Led constructability reviews of contract drawings and specifications to identify risks, field conflicts, and coordination gaps.
- Reviewed permit requirements across agencies.
- Developed site-specific construction phasing and staging plans to accommodate community use, school operations, and limited urban workspace.

Construction Oversight and Contractor Supervision

- Provided daily, on-site supervision of multiple prime contractors across concurrent project sites, ensuring all work was completed in accordance with NYCDEP standards and contract documents.
- Managed complex drainage system installations, including 4,500 LF of perforated pipe and 47,000 CF of subsurface storm chambers.
- Coordinated work sequencing between trades to optimize productivity and avoid rework, with a constant focus on safety and schedule adherence.
- Facilitated utility conflict resolution and coordination with FAA, National Grid, NYCDEP, DOT, DOB, and other utility owners.
- Acted as primary liaison between contractors, NYCDEP, NYC Parks, NYCDOT, and community stakeholders.
- Coordinated site access, weekend and after-hours work, and public safety measures in parks and active school zones.

Schedule and Progress Tracking

- Maintained and updated the master construction schedule, tracked milestones, monitored delays, and implemented recovery plans as needed.
- Issued bi-weekly progress reports, look-ahead schedules, and maintained real-time documentation of field progress.

Payment Requisition and Cost Controls

- Managed the monthly contractor payment requisition process, including the review of backup documentation, progress verification, and alignment with percent-complete tracking.
- Coordinated closely with contractors and NYCDEP to ensure requisitions were accurate, timely, and reflected all approved changes.
- Performed change order reviews and directly negotiated cost with contractors, including validation of quantities, labor classifications, equipment costs, and material submittals.

MWBE Compliance and Reporting

- Monitored MWBE participation, verified certification status, tracked utilization, and ensured compliance with contract goals.
- Submitted monthly MWBE reports to DEP.
- Environmental and safety compliance
- Reviewed and enforced project-specific Health and Safety Plans (HASP), job hazard analyses, and environmental protection measures.
- Ensured full compliance with SWPPP requirements, including erosion control, stormwater protection, and weekly inspections.

Project Closeout

- Led substantial completion walkthroughs, punch list creation and resolution, and final documentation review.
- Collected and submitted all closeout materials, including as-built drawings, warranties, test reports, O&M manuals, spare parts lists, and DEP-required certifications.

KEY ATTRIBUTES

Civil Engineering
Structural Engineering
Shared Street Design
Roadway Reconstruction
Storm System Design
Bulkhead Design
Coastal Flood Mitigation

CLIENT CONTACT

Roopesh Joshi, PE
Actin Assistant Comissioner
59-17 Junction Boulevard, 13th Floor
p: (718) 595-3946
e: rjoshi@dep.nyc.gov

Construction Cost: $35 million across 19 parks and public school sites

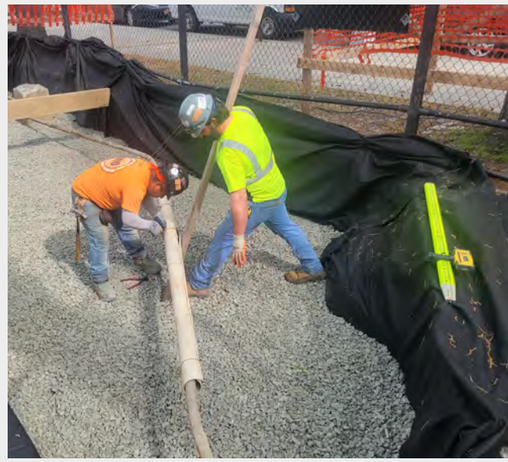


RELEVANCE TO QUEENSWAY METROPOLITAN HUB

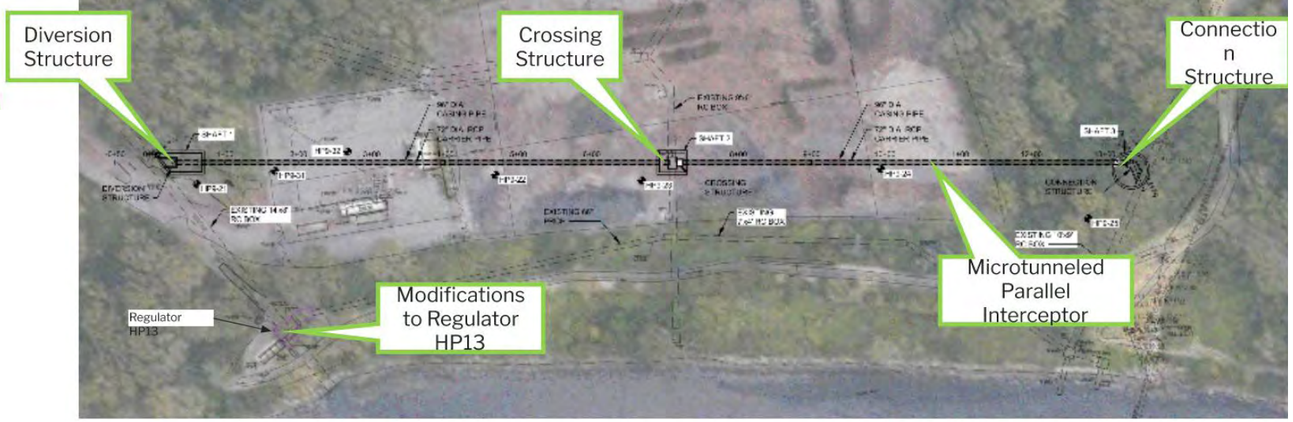
The NYCDEP GI program has provided NV5 with deep experience managing large scale public infrastructure projects that involve:

- **Installations and turnover to NYCDEP of drainage retention systems and civil scope,** including underground utilities, various pavement types in constrained urban environments
- **Managed multiple contractors concurrently,** requiring precise coordination, scheduling, and field supervision
- **Sensitive community and stakeholder interfaces**, especially with NYC Parks, DOT, and other city agencies
- **Strict regulatory compliance**, including environmental controls and MWBE tracking
- **Extensive cost management protocols**, including requisition reviews, change order negotiation, and payment processing, MWBE reporting

These projects, which involve the retrofit of existing public properties with new drainage systems and stormwater retention infrastructure, present many parallels to the QueensWay project—particularly in their complexity, scale, and the level of coordination required among multiple city agencies and trade contractors. Much like QueensWay, the GI Program required balancing construction logistics with public safety, utility coordination, and phased installations to minimize disruption. Our success managing these projects to be on schedule and under budget demonstrates our team's readiness to deliver the QueensWay project with efficiency, quality, and accountability.







Construction Management Experience: Bronx River CSO Reduction Projects (HP-009 & HP-011)

NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION | QUEENS, NY

NV5 is providing Construction Management Services for Bronx River Combined Sewage Overflow Reduction (CSO-BXR-HP-009 and CSO-BXR-HP-011). NV5 is providing a full spectrum of Construction Management services and staff to manage and oversee the CSO-BXR construction contracts. Both Combined Sewer Overflows are complex, challenging and highly sensitive projects and are part of the Bronx River Long-Term Control Plan (LTCP), one of the 11 Waterbody-Specific LTCPs under the 2012 CSO Order on Consent. Key project elements include:

HP-009 – Soundview Park

- Installation of 1,300 LF of 72" reinforced concrete pipe via micro-tunneling within 96" steel casing
- Construction of three deep shafts (connection, diversion, crossing) with complex support of excavation
- Continuous public access maintained throughout park via phased access control

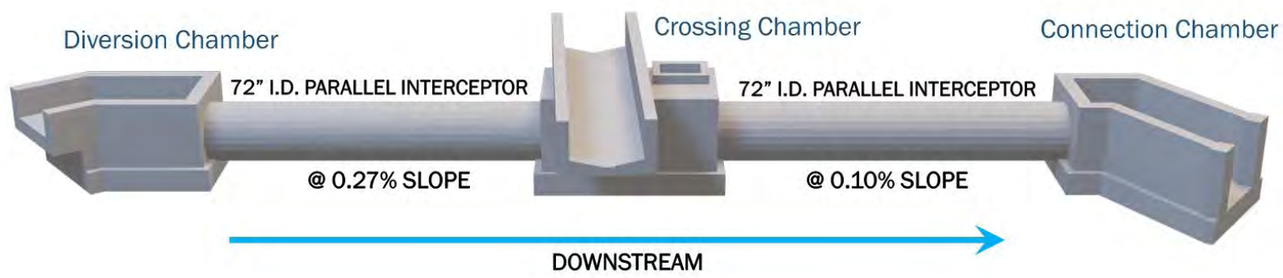
HP-011 – Shorehaven Community

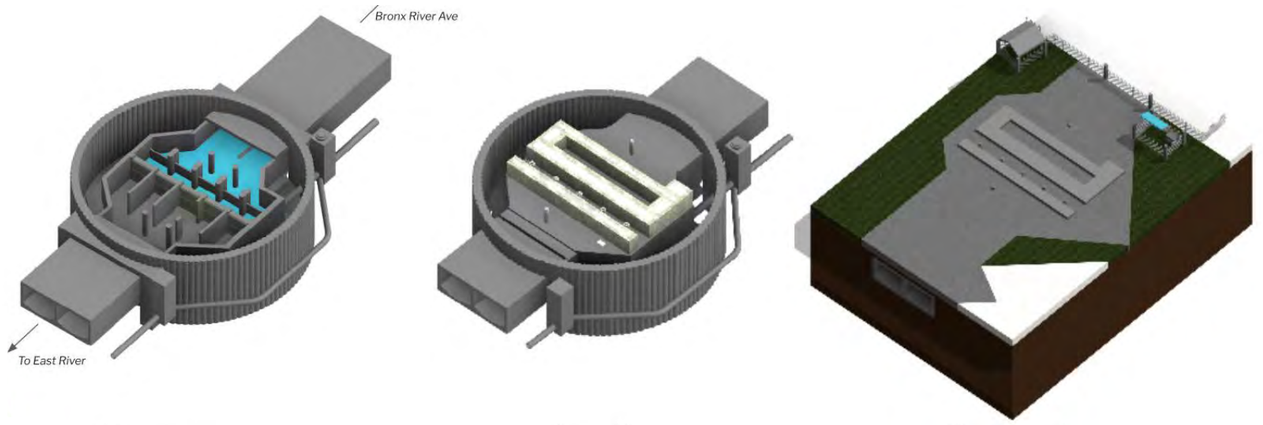
- Construction of a new regulator structure within an existing double-barrel sewer and decommissioning of the original 1952 structure
- Coordination of underground utility relocation and installation of a solar array
- Construction in an active residential area with access maintained to community spaces

Construction Management Scope

- Pre-Construction: Conducted constructibility reviews, developed permit matrices, supported design coordination, and evaluated value engineering options
- Field Oversight: Provided full-time on-site inspection and resident engineering; enforced DEP standards, safety, environmental and SWPPP compliance
- Contractor Coordination: Supervised multiple prime contractors and subconsultants across two active sites; coordinated sequencing and logistics
- Project Controls: Reviewed RFIs, submittals, shop drawings; maintained documentation through DEP's e-Builder platform
- Cost and Schedule Management:
  - Managed monthly payment requisitions
  - Tracked labor classifications, materials, and quantities
  - Led change order negotiations and cost validation
- MWBE Compliance: Tracked contractor participation, reviewed certifications, submitted required monthly reporting
- Stakeholder Engagement: Coordinated closely with DEP, NYC Parks, and residents through weekly contractor meetings and biweekly progress updates to DEP

CONSTRUCTION COST: $100,000,000+





Below grade configuration

Access Plan

View from grade

RELEVANCE TO QUEENSWAY METROPOLITAN HUB

The Bronx River CSO projects demonstrate NV5-Naik's proven ability to manage large-scale public infrastructure projects within dense urban environments—experience directly applicable to the Queensway.

Key Areas of Alignment with QueensWay

- **Comprehensive Construction Management:** Full pre-construction, construction, and close-out services mirror those required for QueensWay
- **Complex Civil & Utility Coordination:** Expertise in micro-tunneling, deep utilities, and sensitive environmental areas translates to efficient handling of QueensWay's drainage and grading scopes
- **Stakeholder Coordination:** Experience maintaining public access in parks and residential areas, ensuring minimal community disruption—essential for QueensWay's neighborhood interface
- **Field Oversight of Multiple Contractors:** Ability to manage concurrent scopes and trades aligns with the multi-discipline construction planned for QueensWay
- **Digital Project Management:** Use of e-Builder parallels our planned deployment of Autodesk Construction Cloud (ACC) for streamlined documentation, submittals, and collaboration

KEY ATTRIBUTES

Construction Management
Complex Sewer Construction
Expedited Construction Schedule
Extensive Community Outreach
Working Directly with DEP
Extensive Coordination with Parks

CLIENT CONTACT

Nurul Sadat, PE, Accountable Manager
Bureau of Engineering Design & Construction
59-17 Junction Blvd.
Queens, NY 11368
p: (347) 834-1786
e: nsadat@dep.nyc.gov









NYCDDC CM INSPECTION REQUIREMENTS CONTRACT

NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION | CITYWIDE, NYC

NV5 is currently providing construction management services Citywide under this $15 million fee on-call/task order contract. The associated construction includes installation of catch basins, pedestrian ramps, sidewalks, green infrastructure, sewers and water mains as well as roadway reconstruction. To date, 6 task orders have been issued. The following is a summary of each of the 6 task orders and demonstrates the breadth of experience and expertise that NV5 can bring to a retainer contract.

TASK ORDER # 1 - HWS16CW1 & HWS16CW2 - PRIOR NOTICE SIDEWALKS IN MANHATTAN, THE BRONX AND STATEN ISLAND

The project scope for this $10 million project consisted of the reconstruction of sidewalks abutting one, two and three-family owner occupied residential premises. NV5 provided REIS and ensured each sidewalk was built to the correct specifications. Close coordination is required with NYCDOT throughout the project. Completed.

TASK ORDER # 2 - HWPR 18K1 - RECONSTRUCTION OF PEDESTRIAN RAMPS BOROUGH OF BROOKLYN

The project scope for this $10 million project consisted of rebuilding pedestrian ramps throughout the borough of Brooklyn, to ensure they were built to standard specifications and meet ADA requirements. In addition, our REI Team ensured conformance to MPT plans at each pedestrian ramp location including number and width of lanes, shifted traffic routes, and safety measures to protect the public and project staff. Completed.

TASK ORDER # 3 - HWPR 18M - RECONSTRUCTION OF PEDESTRIAN RAMPS BOROUGH OF MANHATTAN

The project scope for this $10 million project consisted of rebuilding pedestrian ramps throughout the borough of Manhattan to ensure they were built to standard specifications and meet ADA requirements. In addition, our REI Team ensured conformance to MPT plans at each pedestrian ramp location including number and width of lanes, shifted traffic routes and safety measures to protect the public and project staff and pedestrian paths. Completed.

TASK ORDER # 4 - QED 1037 - WATER MAIN REPLACEMENT IN SOUTH CONDUIT AVENUE, BOROUGH OF QUEENS

Project scope for this $12 million project consisted of the installation of distribution water mains of various sizes as well as associated work including replacing gates valves, fire hydrants, wet connections, and roundabouts. Final restoration included concrete base for the roadway, along with binder/top installation. Completed.

TASK ORDER # 5 - GCJA03-2A - INSTALLATION OF GREEN INFRASTRUCTURE IN THE CSO TRIBUTARY AREAS, BOROUGH OF QUEENS

Project scope for this $8 million project consisted of the construction of bioswales and greenstreets to reduce the amount of stormwater entering the combined NYC sewer system during rain events and meet the mandated City water quality standards. Our REI Team ensured all of the green infrastructure constructed met all of the required DEP standards. Completed.

TASK ORDER # 6 - SEK002386 - REPLACEMENT OF COMBINED SEWER, BULKHEADING OF EXISTING SEWER AND WATERMAIN IN PARK PLACE, ETC., BOROUGH OF BROOKLYN

Project scope for this $15 million project consists of the installation of new 8" and 12" distribution water mains as well as 20" ductile iron main. In addition, the project entails the installation of new 24" RCP combined sewers and bulkheading of existing sewers and water main. Our REI Team is ensuring that all of the new water mains and sewers that are being constructed meet the required DEP standards. Ongoing. Anticipated Completion 2025.

CONSTRUCTION COST: $65,000,000

RELEVANCE TO QUEENSWAY METROPOLITAN HUB

NV5 managed similar tasks to QueensWay as part of our scope, including temporary support of excavation, large-scale earthwork, drainage installation, and sheet piling. Our team oversaw deep excavations using steel sheet piles and soldier piles, coordinated drainage system installation alongside active utility corridors, and managed earth movement.

These scopes required real-time field supervision, careful phasing, and constant coordination in conditions that closely resemble the early stages of QueensWay.

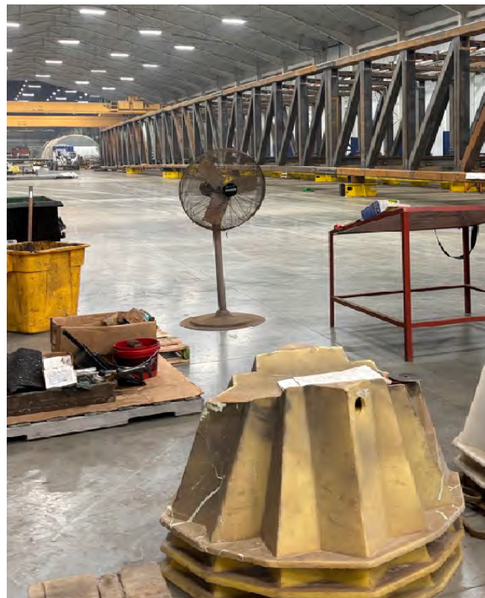
Our ability to sequence excavation, SOE, and drainage concurrently while maintaining site access and compliance with SWPPP and safety protocols positions us to manage the QueensWay civil work efficiently and without disruption. This hands-on experience ensures we can proactively mitigate field conflicts, protect adjacent structures, and maintain momentum on critical path activities from day one.

SERVICES

Resident Engineering
Construction Management
Community Outreach
CPM Scheduling

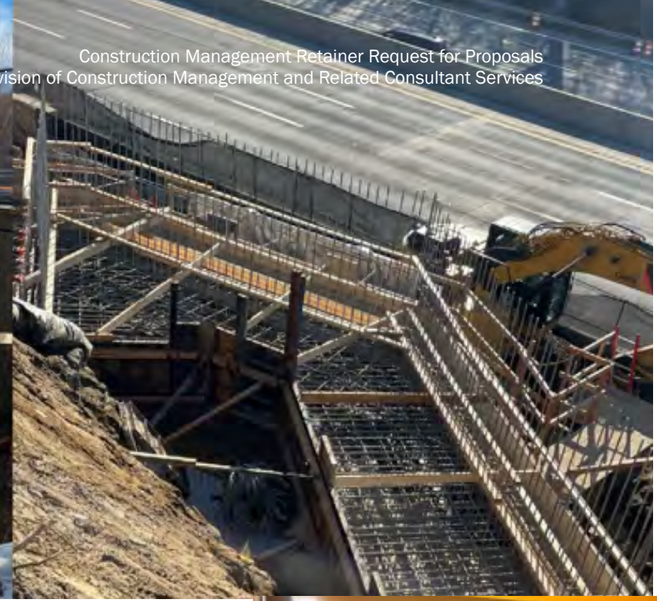
CLIENT CONTACT

Mr. Eric Macfarlane, Deputy Commissioner
30-30 Thomson Avenue
Long Island City, NY 11101
p: (718) 391-1968
e: macfarlanee@ddc.nyc.gov









D214833 - CONSTRUCTION MANAGEMENT TERM AGREEMENT

NEW YORK STATE THRUWAY AUTHORITY | VARIOUS LOCATIONS, NY

Tarrytown Pedestrian Bridge Project

The goal of this ongoing $13 million assignment is twofold — to widen the ramps at Interchange 9 of the Thruway leading to and from Broadway, and secondly to construct a new 270-foot-long pedestrian bridge over the Thruway. This pedestrian bridge will connect to the newly constructed bike path and walkway that runs across the Mario Cuomo Bridge. In addition to providing recreational use, the completed pedestrian bridge will make it safer for pedestrians and cyclists to access the Governor Mario M. Cuomo Bridge, and easier to access other nearby bicycle/pedestrian networks, like RiverWalk and the Old Croton Aqueduct. In addition to the aforementioned construction of the pedestrian bridge and ramp widening, a second left turn lane from South Broadway to the southbound Thruway entrance ramp is being added; a traffic signal on South Broadway at Paulding Avenue is being installed to make it safer for motorists to turn; repairing and resurfacing South Broadway from Route 119 to just south of Gracemere Lane is being undertaken; and a village water main is being relocated onto the bridge. Due to the location of the project, extensive coordination is required between our CM Team and the various project stakeholders including, but not limited to, NYS Thruway Authority, NYSDOT (a funding partner on the project), Village of Tarrytown, the local police department and local businesses and residents.

ITS Upgrades at Various Locations

This second assignment involves upgrades to the Thruway's ITS system at various locations throughout the Thruway's NY Division footprint. To counter the high traffic volume on this stretch of the Thruway and minimize traffic disruption, much of the work is being performed during nighttime to avoid disruption to daytime traffic. Temporary traffic signals and flaggers are being utilized to safely maintain traffic flow.

Our CM Team is ensuring close conformance to the Standard Specifications and Standard Sheets, the contract documents and the Manual of Uniformed Traffic Control Devices (MUTCD) by the Contractor to ensure the safe passage of vehicular traffic throughout the work zone. If unsafe emergency conditions arise during construction, we are dealing with them immediately. On-time completion of the work during a shift is being closely monitored to ensure that lane closures do not run late, causing inconvenience to the public. Our team is using their experience and training to determine when the appropriate signage and devices are in place to maximize the safety of the workers and motorists. Access is being made available for emergency vehicles all the time. Nighttime operations on this project require cooperation and coordination efforts with the contractor and subcontractors to meet schedules for closures and also scheduling for deliveries of materials to the job site or adjacent working areas.

SERVICES

Resident Engineering Inspection
Construction Support Services (CSS)
Bridge Reconstruction & Rehabilitation

CLIENT CONTACT

Mr. Chris Terrizzi
4 Executive Boulevard, Suite 400
Suffern, NY 10901
p: (845) 918-2500
e: christopher.terrizzi@thruway.ny.gov

CONSTRUCTION COST: $27,000,000

RELEVANCE TO QUEENSWAY METROPOLITAN HUB

Budget Control and Cost Estimating

As part of our construction management services on the Tarrytown pedestrian bridge project, NV5 provided budget oversight, reviewed contractor requisitions, and verified quantities to ensure accurate and justified payments. We evaluated change orders for cost and scope impacts and maintained thorough documentation to support financial accountability.

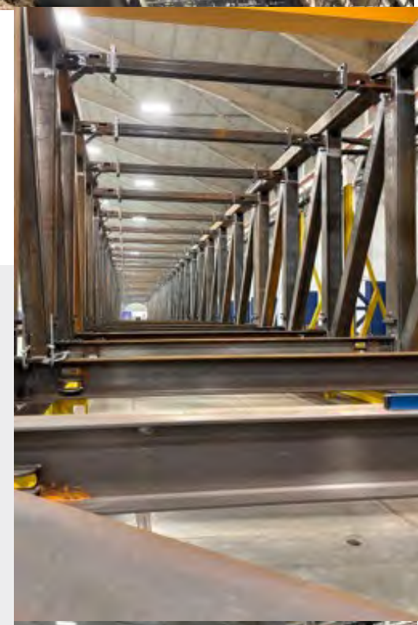
For the Queensway CMAR role, NV5 will apply this experience to support accurate cost estimating, GMP development, and risk-based budgeting during preconstruction. We will ensure contractors are not paid ahead of earned work, maintaining strict control through the requisition review process. Throughout construction, NV5 will track costs, manage allowances, and deliver transparent reporting to maintain budget discipline.

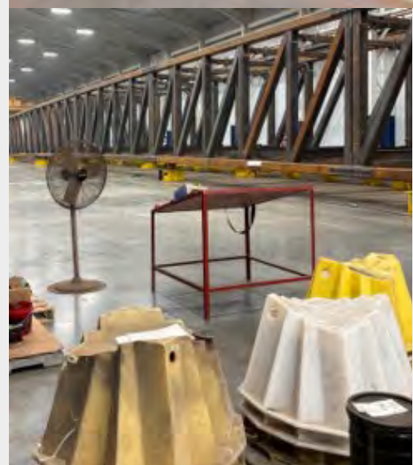
Scheduling

Under our NYSTA on-call contract, one notable assignment was the construction of a pedestrian bridge requiring the integration of numerous long-lead items—many sourced from outside the tri-state area. This made schedule control absolutely critical.

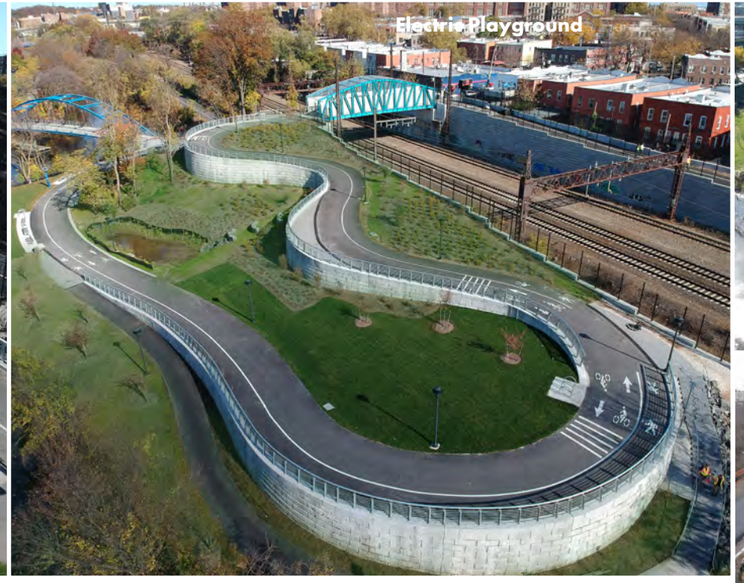
To ensure timely delivery, NV5 implemented a proactive scheduling strategy. Within 15 days of contract award, the contractor was required to submit a detailed progress schedule outlining start and completion dates for all project elements. Establishing this approved baseline schedule early enabled prompt procurement of long-lead items and prevented delays.Throughout construction, the Resident Engineer closely monitored adherence to the baseline schedule, documented any deviations, and implemented recovery measures as needed. This disciplined approach ensured the project remained on track.

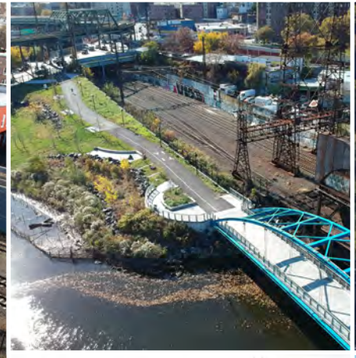
Under the Queensway Metropolitan Hub , NV5 will apply the same rigorous methodology. We will conduct regular scheduling meetings with contractors to collaboratively update the CPM schedule, assign actual dates and completion percentages, and maintain a continuous, accurate account of project status through close follow-up and documentation.





















Bronx River Greenway / Starlight Park

NEW YORK STATE DEPARTMENT OF TRANSPORTATION/NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION/NYC PARKS | BRONX, NY

NYSDOT Region 11 (NYC) hired NV5 in 2007 to work collaboratively with their in-house landscape architects and civil engineers to design Phase 1 of a new passive/active recreation park and greenway trail running along both sides of a 1.5-mile segment of the Bronx River and Amtrak railroad between Westchester and East Tremont Avenues. Construction of the $17 million Phase 1 project concluded in 2012 and included synthetic turf multi-sport athletic field, playgrounds, picnicking facilities, canoe/kayak launch docks, boat launch and opportunities to sit by the river amidst a delicately reconstructed native riparian habitat. It included one of four planned bicycle/pedestrian bridges (three across the river uniting the two sides of the park and one to cross over Amtrak connecting the new park to the neighborhood).

In 2013, the project was handed to the City of New York (NYCDDC/NYC Parks) for management of the design and construction of Phase 2, and NV5 was again chosen as the prime engineering firm. This phase of the project included the remaining 3 bridges (2 over the river and 1 over Amtrak) and completion of the remaining landscape elements along the river including shoreline and mud flat restoration, passive lawns, an urban plaza and a dog run. A future phase of the project, which NV5 is currently designing, includes reconstruction of Devoe Avenue, 177th Street and East Tremont Avenue to facilitate continuation of the greenway path into Bronx Park to the north.

The roadway reconstruction/streetscape design includes raised landscaped traffic islands, decorative sidewalks and crosswalks, street trees and traffic calming measures. Phase 1 and 2 were completed in 2024 at a total combined cost of $55 million.

Construction Cost: $55,000,000

Highlights

Site/Civil Engineering
Structural Engineering
Landscape Architecture
Pedestrian Bridge Design
Contract Documents
Construction Documents

Client Contact

Ms. How Sheen Pau, PE
Associate Commissioner, NYCDDC
30-30 Thomson Avenue
Long Island City, NY 11101
p: (718) 391-2093
e: pauh@ddc.nyc.gov

RELEVANCE TO QUEENSWAY METROPOLITAN HUB

Design Compliance and Constructability

Similar to QueensWay, NV5 has all the in-house expertise with the design and construction support services for a critical greenway link within a new park. NV5 led the design of Starlight Park since inception and through completion. From the handoff of a toxic waste dump to the design and construction of a 13-acre park featuring a synthetic turf multi-purpose field, picnic area, two new playgrounds with spray showers, basketball courts and multi-use pathways. The park contains more than three-quarters of a mile of new greenway that connects Starlight Park with Bronx Park to the north and Concrete Plant Park, Hunts Point Riverside Park, and Barretto Point Park to the south. NV5 incorporated standards of NYC Parks, NYCDEP and other agencies to confirm design compliance while also performing constructability evaluations along the way.

Construction Support Services

In addition to design, NV5 was involved every step of the way through construction, providing shop drawing and submittal review, site reviews, and redesign based on unanticipated site conditions. NV5 led bi-weekly coordination meetings, performed document control, produced as-builts, was involved in value engineering for bridge component, completed compliance reviews relative to NYC Parks standards for cost savings substitutions submittals, ensured quality and assisted with permit tracking.



NYCEDC Fifth Avenue Corridor Public Realm Plan

New York, NY



TCT Client: Sam Schwartz Company (recently acquired by TYLin Group)
Project Owner: New York City Economic Development Corporation (NYCEDC)
Services Completed: 08/2025

Fifth Avenue, a globally recognized thoroughfare running from Washington Square Park to Harlem, is undergoing a significant transformation along the Midtown corridor between 40th and 60th Streets. This revitalization effort—focused on pedestrian-first design—seeks to reimagine the avenue as a vibrant civic spine that supports economic recovery, enhances accessibility, and improves environmental resilience.

Key upgrades include reducing vehicular lanes from five to three and widening sidewalks from 15 to 25 feet to prioritize pedestrian comfort. The plan introduces stormwater management infrastructure, new curbs and gutters, and upgrades to aging utility systems following condition assessments. Enhancements such as public plazas, seating, shade trees, and updated traffic signals and site furnishings are designed to foster social interaction and create a more inviting streetscape.

TCT provided comprehensive cost estimating services based on schematic design sets, building upon earlier involvement during the conceptual design phase. The scope included two proposed design alternatives—Options A and B—each requiring detailed construction phasing strategies and constructability analysis. These deliverables addressed complex site logistics, including maintaining uninterrupted pedestrian, vehicular, and business access throughout construction. TCT also developed preliminary cost estimates for both alternatives. A detailed construction schedule was prepared for each option, anticipating implementation over a five-year period. The firm's work served as a bridge between design vision and practical feasibility, supporting informed decision-making and strategic planning for long-term urban improvement.

NYCEDC Hudson Street Roadway Enhancements Project

New York, NY



TCT Client: AKRF Engineering
Project Owner: New York City Economic Development Corporation (NYCEDC)
Construction Cost Estimate: $13M
Period of Performance: 05/2022

TCT was teamed with AKRF for the New York City Economic Development Corporation (NYCEDC)'s roadway enhancements project between West Houston Street and Canal Street.

TCT provided support to AKRF by reviewing contract documents and the contractor's bid for the base contract; construction timelines; prime and subcontractors' approved labor and equipment rates and mark-ups (OH&P, CM Fees, Insurance, Bonds, etc.); and the contractor's claim with the design team to validate whether the change in scope was warranted. TCT also advised on whether the claim was due to Owner/Designer proposed changes and reviewed the contractor's change order proposal, including prime and subcontractor pricing, and requested backup documentation from the contractor, such as vendor pricing and quantity take-offs.

The scope also included generating an independent cost estimate for a change order using contract-approved labor rates and mark-ups, identifying discrepancies in quantity take-offs, labor and material pricing, providing detailed comments on the contractor's change order proposal, and reconciling with AKRF to finalize the change order cost.

HYDC Bella Abzug Park Ventilation Fan Plant

New York, NY



TCT Client: WSP

Project Owner: Hudson Yards Development Corporation (HYDC)

Project Size: 35,000 GSF

Estimated Construction Cost: $127M

Services Completed: Ongoing

The Bella Abzug Park Blocks 5 & 6 project, located in Manhattan's Hudson Yards between 10th and 11th Avenues and 37th to 39th Streets, involves creating new public open space through an overbuild structure above the Amtrak rail corridor. A critical part of the development is the construction of a ventilation fan plant building along 39th Street. This facility will house the emergency ventilation systems required to serve the rail right-of-way beneath the park. The fan plant and its systems must meet the standards of the NYC Building Code, NFPA 130, and other governing codes, while also securing approvals from agencies including NYCDOB, NYCDOT, NYCDEP, NYC Parks, FDNY, the Public Design Commission, community boards, and Amtrak.

Toscano Clements Taylor (TCT) is preparing cost estimates and scheduling support at the 50% design phase for the preliminary design submission, as well as final design and 100% design. TCT supports the project team in maintaining cost certainty, managing scheduling risks, and ensuring that the ventilation fan plant can be delivered on budget and in line with agency requirements.

Port Authority of New York & New Jersey

John F. Kennedy Airport Terminal 1 – Roadways and Landside Utilities

Infinite Consulting Corp



OWNER
Port Authority of New York & New Jersey

CLIENT
Posillico, Inc.

PROJECT DURATION
2022 – Present

LOCATION
Queens, NY

EST. CONSTRUCTION VALUE
$250,000,000.00

CONTRACT VALUE
$120,000.00

REFERENCE
Christopher Hurst
Sr. Project Manager
cdhurst@posillicoinc.com

ROLE
Subconsultant

SERVICES PROVIDED
CPM Scheduling

Infinite Consulting Corp. (Infinite) is providing CPM scheduling services to support the Posillico/Bove/El Sol Tri-venture for the 4-year $250 million roadway and landside utilities project. Infinite's scope of services includes the development of the Preliminary Schedule, the development of the Baseline Schedule, and providing Monthly Schedule Updates. The development and updating of the schedule also involve detailed coordination with multiple adjacent contracts and other stakeholders within the Terminal 1 Redevelopment Program.

The overall project will reconfigure the CTA roadway system to provide more efficient Terminal access and upgrade the associated landside utility infrastructure to support new facilities and future systems. The scope of work includes both heavy civil and utility construction elements such as:

- Pile driving and deep foundations
- Detailed maintenance and protection of traffic plans
- Bridge abutments, piers, and elevated structures
- Steel and concrete bridge spans
- Paved roadways and at-grade improvements
- Relocation and tie-in of existing utilities
- New water, sewer, and storm drainage systems
- Electrical duct banks, communication conduits, and related structures
- Natural gas and fuel line installations
- Utility manholes, valve chambers, and other supporting infrastructure



Timeline

CONSTRUCTION SEQUENCING APPROACH

To illustrate the progression of the QueensWay project from groundbreaking to turnover, we have included a detailed discussion on phasing as well as a set of plans that illustrate our approach and tie to our schedule attachment outlining how we anticipate the work unfolding over time.

PHASE 1 – EARLY CIVIL, STRUCTURAL WORKS PACKAGE – 11/1/26 TO 2/1/27

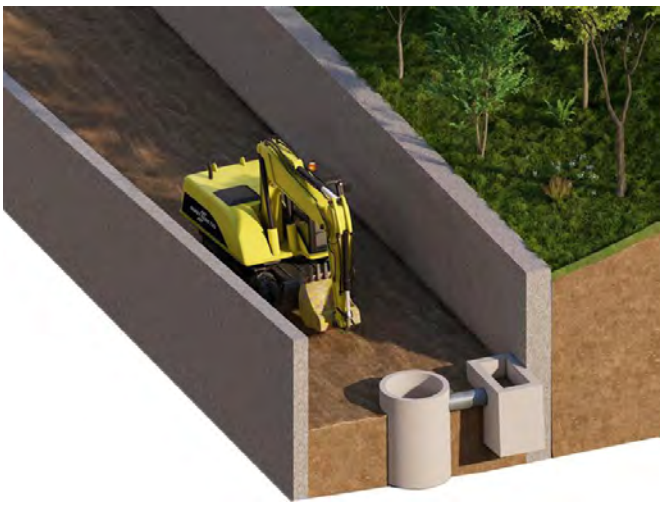
PHASE 1 - Early Civil, Structural Works *11/1/26 TO 2/1/27 (ZONES N1, S2)*
Mobilize Field Office
Establish Survey Control Points
Erect Temporary Fence
Install Tree & Adjacent Building Protections
Install SWPPP Protection | Erosion Control Devices
Tree Removals
Construct Temp Access Path & Laydown Area to Prepare for Bridge Construction
Construct Walls 3,4,5 | Conc. & Sheeting
Install Zone N1 Drainage (DMHs 1-5 & 11-13; CB's 1-6; Piping)
Install Zone S2 Drainage Retention System, Structures, Pipe

The NV5-Naik Engineering JV will mobilize a site trailer to the southern portion of the project, utilizing this area initially as the project begins. Initial mobilization efforts will focus on establishing critical site controls and protections. This includes setting survey control points in the field, coordinating 811 utility mark-outs, implementing protective measures for existing building façades and where appropriate establishing vibration monitoring systems to safeguard adjacent structures.

Once necessary protection and controls are in place we expect the first major subcontractor to be on site to be a qualified civil contractor capable of constructing the ramp leading from Metropolitan Avenue up to the main run of the elevated QueensWay. This work will start by establishing security fencing by the existing car wash on Metropolitan Avenue. This will establish a safe and controlled work zone as construction activities commence.

We expect all access agreements to be in place for work that will need some space outside of the project limit lines prior to mobilization. The project team will maintain open lines of communication with adjacent stakeholders, providing regular updates on dates, hours of operation, and any coordination required under the terms of the agreements.

Support of Excavation, excavation to subgrade elevations, and any miscellaneous demolition will begin and be followed by the construction of retaining walls 4&5. As the contractor is raising the grade within the area between the constructed walls, the drainage structures and connecting piping will be installed concurrently and capped, to limit cost of excavation for those structures if performed at a later stage. Final site connections between the new drainage systems and the DEP system will also be completed at a later stage. It is also not anticipated final grading or paving will be completed at this time, however enough scope will be completed to allow the ramp to serve as the primary access road to the elevated North Site Area.



Rendering of shared-path construction.

The NV5-Naik Engineering JV will regularly update work plans to clearly show where and when contractors are expected to perform key activities ensuring all project stakeholders remain informed and coordinated. Ramp construction, grade adjustments, drainage site connections and other activities that venture outside of the project limit lines will receive even more scrutiny.

While the ramp is being constructed on the North Side of the LIRR, parallel efforts will be taking place on the South Side of the project Area. Given that construction is scheduled to begin during the winter months and recognizing the critical role of the South Side Drainage system in supporting the Metropolitan Hub Park, our approach will prioritize the installation of the Drainage Retention System and the majority of the South Side drainage infrastructure during Phase 1. This timing aligns strategically with the project schedule, as off-site fabrication of bridge bearings and structural steel will be underway. This provides an optimal window to complete major drainage work without impacting the bridge construction timeline, helping to maintain overall project momentum through the winter and into spring.

The contractor will be performing clearing and grubbing followed by the deliberate tree removal to prepare area for subsequent work.

TREE PROTECTION AND REMOVALS

Prior to any site disturbance, all trees designated for removal or preservation will be clearly tagged and verified in coordination with the project team to ensure there is no confusion in the field. This verification process will help avoid inadvertent impacts to trees that are to remain.



Following tree identification, protective fencing and other approved tree protection measures will be installed in accordance with project specifications and applicable NYC Parks or regulatory guidelines. These measures will safeguard root zones and trunks from construction-related activities. With all protections in place, we will construct the South Area needed access path for bridge work to proceed.

Once access is established via the newly constructed ramp on the north side of the LIRR, clearing, grubbing, and tree removal operations will commence in that area. This will facilitate the construction of the access path to the north side of the LIRR for delivery of bridge construction equipment and materials.



PHASE 2 – BRIDGE CONSTRUCTION AND WALL 12 – 2/1/27 TO 7/30/27

PHASE 2- Bridge Construction & Wall 12
2/1/27 TO 7/30/27 (ZONES N2, S1)
Install SOE | Excavate to Bottom of Bridge Footings
Construct Bridge Footings, Abutment Walls, Wing Walls
Install Bridge Bearings and Erect Structural Steel
Construct Bridge Deck, Parapet Walls & Remaining Bridge Scope
Install Wall 12 Piles/Load Testing/Pile Caps/T-Walls (Zone S2)

Now, the stage is set for starting the bridge foundation. We plan to pour the bridge footing on the south side of the LIRR first as this area should become available while the north side is still being prepared.

Work will commence with the installation of the support of excavation (SOE), constructed to the required toe depth to support excavation to the proposed subgrade. This SOE will follow approved shop drawings, ensuring alignment with design specifications and safety standards. The SOE will provide critical stability for the excavation process and enable safe access for subsequent foundation work.

Our schedule is targeting March 2027 to begin structural concrete work on the bridge, aligning with the seasonal shift toward consistently warmer temperatures—specifically, when daily highs begin to reach 40°F and rising. This timing is strategic, aimed at avoiding the need for cold-weather concreting procedures, which can significantly increase costs and logistical complexity.

The construction sequence will proceed as follows:

- Footings will be placed first, establishing the foundation.
- Abutment walls and wing walls will follow, forming the structural supports.
- Backfilling operations will raise the grade.
- Steel Erection and Bridge Construction.

To address site constraints, particularly in elevated and narrow zones, the team will utilize appropriately sized pump trucks positioned at lower-grade areas. This approach will reduce the need for heavy equipment in tighter spaces, preserving site integrity and improving efficiency.

In areas where grades are being raised, lightweight fill materials may be introduced to mitigate for settlement from overburden pressures.





The JV will collaborate closely with the design team's geotechnical engineer and material vendors to identify the most cost-effective and structurally sound solutions for grade adjustments.

Once the vertical walls are fully cured and concrete strength confirmed from successful break tests, the contractor will be allowed to proceed with the establishment of a crane pad and laydown area on the south side of the Long Island Rail Road (LIRR). This staging area will support the next critical phase of bridge construction, including the installation of bearings, steel members, and bridge decking.

To minimize disruption to LIRR operations, the JV will implement a highly coordinated schedule across trades, with the goal of completing these installations in the fewest possible shifts. This approach reflects a commitment to operational efficiency and stakeholder collaboration, ensuring that essential rail services remain uninterrupted while maintaining construction momentum.

While the critical path activities for completing the bridge are underway, we will explore opportunities to complete other portions of the work such as drainage, water main, electric, utility tie ins, new stairs or other retaining walls not mentioned above. Our team will continuously analyze the project schedule to identify sub-critical path items that can be executed in parallel with critical tasks. This dynamic approach allows us to maximize productivity, optimize resource allocation, and accelerate overall project delivery. By advancing work outside the critical path wherever feasible, we aim to maintain momentum and reduce potential delays.

On the south side of the bridge, initial pile installation will begin for retaining wall 12 with a testing program designed to verify the in-place capacity of the piles relative to the theoretical design values provided in the plans. These test piles will serve as a critical validation step, ensuring that subsurface conditions align with design assumptions.

Once test results are received, the NV5-Naik Engineering JV will collaborate closely with the geotechnical and structural engineers on the design team to confirm whether the original design remains adequate or if modifications are necessary. This responsive approach ensures the foundation system is both structurally sound and cost-effective, while maintaining alignment with project timelines. The wall 12 footing will cap the piles and the T-Walls will be delivered and placed.

This phase underscores the JV's commitment to engineering rigor, quality assurance, and collaborative problem-solving, setting the stage for a resilient and well-supported bridge structure.

PHASE 3: REMAINING CIVIL, STRUCTURAL WORKS

PHASE 3 -Remaining Civil, Structural Works *4/29/27 TO 10/1/27 (ALL ZONES)*
Install Sheeting Walls 8 & 9 (Zone N2)
Install Zone N2 Drainage (DMHs14-18)
Install Walls 6 & 7 (Zone N3)
Install Zone N3 Drainage (DMHs 9-11, GI's 1-4)
Backfill | Compact | Raise Grade | Bridge Approach Slabs
Drainage Tie Into Existing MHs 1 & 5
Install TD's & HDPE Drainage Pipe
Install New Steps & Walls 2,3A,3B (Zones N1 & N4)
Install Sheeting Walls 10,11,11A, 11B (Zone S2)

With the majority of the bridge complete, our focus will move to completing the remaining civil and structural packages work. On both sides of the bridge, sheeting walls 8 through 11 will be installed, extending outward from the bridge area. Remaining new drainage, retaining walls, bridge approach slabs and tie-ins to existing drainage structures will be part of Phase 3 which transitions the project from a Civil/Structural project to a Landscaping project with much of the remaining scope typical of a NYC Parks project.

PHASE 4: LANDSCAPING, ELECTRIC, WATER

PHASE 4 - Landscaping, Electric, Water *6/3/27 TO 4/28/28 (ALL ZONES)*
Install Water Main
Install Electrical / Lighting
Complete Trotting Course Entrance (Zone N1)
Complete MELS Entrance (Zone N3)
Complete Metropolitan Avenue Entrance (Zone N1)
Install Plantings (Fall & Spring Planting Season)
Asphalt Paving / Striping
Place Pavers / Landscape Boulders Benches / Bike Racks / Trash Bins
Cosntruct Outdoor Fitness Area, Play Area, Turf / Shade Structure (Zone S2)
Complete Union Turpike Entrance (Zone S2)
Remove Erosion Control Devices / Trailer / Fence / Demobilize

As the majority of the civil infrastructure reaches completion, the project will transition into the landscape phase. This scope will include enhancements designed to integrate the bridge and surrounding infrastructure into the broader urban environment, contributing to the aesthetic and functional appeal of the corridor. The landscape work will be carefully sequenced to follow major structural and utility installations, ensuring that it proceeds without interference from ongoing heavy construction activities. This phase reflects the project's commitment not only to engineering excellence but also to community-focused design, creating a welcoming and visually cohesive public space.

South of the LIRR, construction of the Outdoor Fitness Area, Play Area, Turf and Shade Structure will begin in Met Hub Park.

On the upper Queensway north of the LIRR, seating areas and other landscaping scope on elevated portion of the QueensWay will begin, as well as the lower elevated entrances from MELS and Trotting Course Lane. These components are scheduled to be completed just ahead of the Metropolitan Avenue Entrance, allowing for efficient use of trade resources.
The Metropolitan Avenue Entrance will mark the final phase of the north side scope. Upon its completion, the construction entrance will be removed and replaced with permanent pavers, transitioning the area from active construction to its final, finished condition.

Final asphalt paving, striping and plantings will be held until the last quarter of the project, and any plantings not able to be completed during the fall planting season of 2027 are expected to be done in the spring planting season of 2028 to allow for an exciting ribbon cutting celebration to open the QueensWay to the public in May 2028.

PHASING PLAN



PHASE 1 - Early Civil, Structural Works

11/1/26 TO 2/1/27 (ZONES N1, S2)

- Mobilize Field Office
- Establish Survey Control Points
- Erect Temporary Fence
- Install Tree & Adjacent Building Protections
- Install SWPPP Protection | Erosion Control Devices
- Tree Removals
- Construct Temp Access Path & Laydown Area to Prepare for Bridge Construction
- Construct Walls 3,4,5 | Conc. & Sheeting
- Install Zone N1 Drainage (DMHs 1-5 & 11-13; CB's 1-6; Piping)
- Install Zone S2 Drainage Retention System, Structures, Pipe



PHASE 2- Bridge Construction & Wall 12

2/1/27 TO 7/30/27 (ZONES N2, S1)

- Install SOE | Excavate to Bottom of Bridge Footings
- Construct Bridge Footings, Abutment Walls, Wing Walls
- Install Bridge Bearings and Erect Structural Steel
- Construct Bridge Deck, Parapet Walls & Remaining Bridge Scope
- Install Wall 12 Piles/Load Testing/Pile Caps/T-Walls (Zone S2)



PHASE 3 -Remaining Civil, Structural Works

4/29/27 TO 10/1/27 (ALL ZONES)

- Install Sheeting Walls 8 & 9 (Zone N2)
- Install Zone N2 Drainage (DMHs14-18)
- Install Walls 6 & 7 (Zone N3)
- Install Zone N3 Drainage (DMHs 9-11, GI's 1-4)
- Backfill | Compact | Raise Grade | Bridge Approach Slabs
- Drainage Tie Into Existing MHs 1 & 5
- Install TD's & HDPE Drainage Pipe
- Install New Steps & Walls 2,3A,3B (Zones N1 & N4)
- Install Sheeting Walls 10,11,11A, 11B (Zone S2)

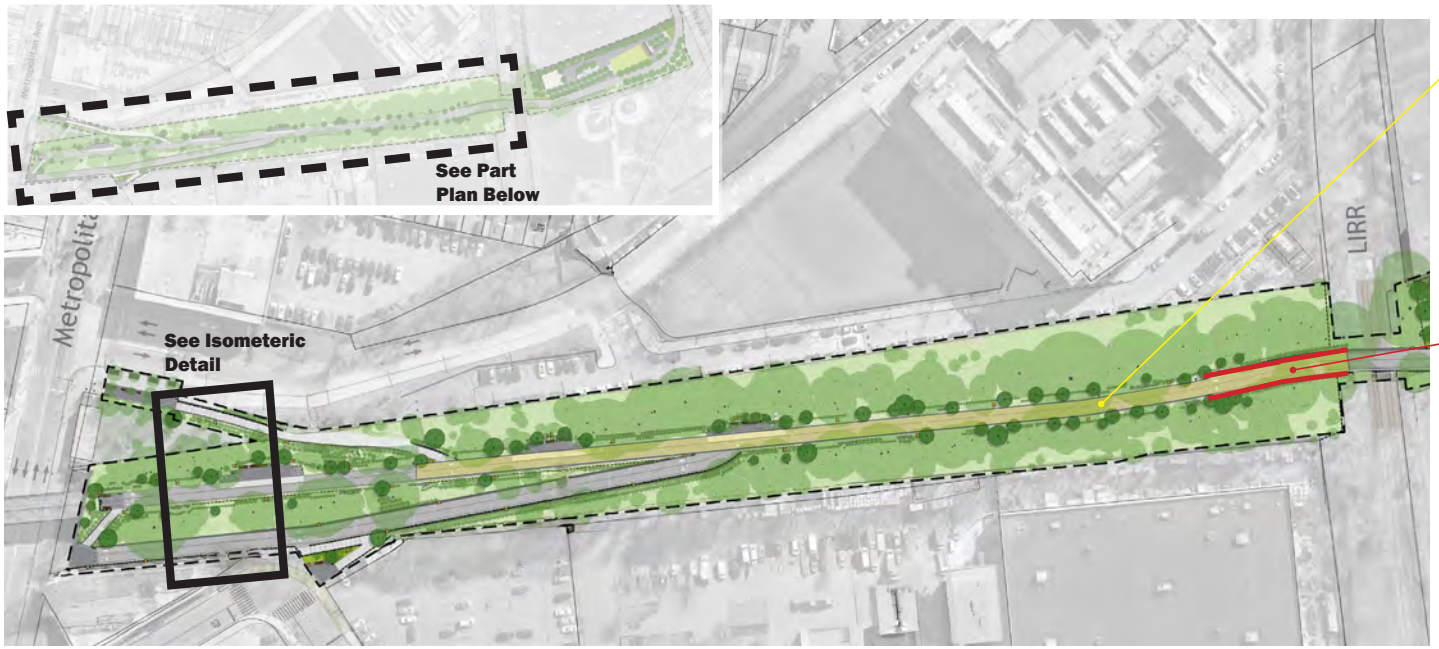


PHASE 4 - Landscaping, Electric, Water

6/3/27 TO 4/28/28 (ALL ZONES)

- Install Water Main
- Install Electrical / Lighting
- Complete Trotting Course Entrance (Zone N1)
- Complete MELS Entrance (Zone N3)
- Complete Metropolitan Avenue Entrance (Zone N1)
- Install Plantings (Fall & Spring Planting Season)
- Asphalt Paving / Striping
- Place Pavers / Landscape Boulders Benches / Bike Racks / Trash Bins
- Cosntruct Outdoor Fitness Area, Play Area, Turf / Shade Structure (Zone S2)
- Complete Union Turpike Entrance (Zone S2)
- Remove Erosion Control Devices / Trailer / Fence / Demobilize

OVERVIEW
QUEENSWAY PHASING PLAN



PHASE 1 - CREATE TEMPORARY

- ACCESS PATH FOR BRIDGE CONSTRUCTION.
- CLEARING AND TREE REMOVALS FROM TOP OF SHARED USE PATH TO AREA OF BRIDGE CONSTRUCTION.
- USE COMPACTED RCA TO CREATE STABLE GROUND FOR EQUIPMENT TO TRAVERSE.

PHASE 3

- INSTALL SHEETPILE WALLS 8 AND 9.
- RAISE GRADE AND INSTALL ZONE N2 DRAINAGE.

PHASE 1 @ SHARED USE PATH

- CONSTRUCT WALLS 3, 4, 5.
- BACKFILL AND BUILD UP GRADE TO TOP OF SUBBASE.
- INSTALL DRAINAGE MHS, CBS, PIPE AS GRADE IS COMING UP.
- USE COMPACTED RCA FOR STABLE HAUL ROAD.
- PERMANENT ASPHALT PAVEMENT TO BE COMPLETED DURING PHASE 4



PHASE 3 @ RAMP TO MELS CAMPUS

- CONSTRUCT WALLS 6 AND 7.
- BACKFILL AND BUILD UP GRADE TO TOP OF SUBBASE.
- INSTALL INLET STRUCTURES, PIPE AS GRADE IS COMING UP.
- USE COMPACTED RCA TO STABILIZE AHEAD OF ASPHALT PAVING.
- PERMANENT PAVEMENT TO BE COMPLETED DURING PHASE 4.

PHASE 3 & 4 @ ELEVATED QUEENSWAY

- DRAINAGE STRUCTURES, PIPE, TRENCH DRAIN TO BE INSTALLED DURING PHASE 3.
- PERMANENT PAVEMENT, STRIPING, LANDSCAPING, BENCHES, AMENITY INSTALLATIONS TO BE DONE DURING PHASE

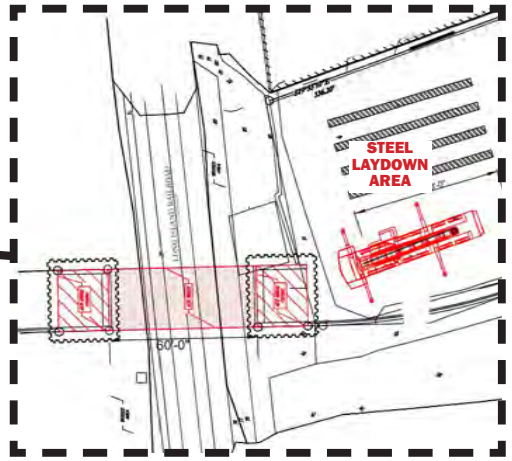
NORTH AREA
QUEENSWAY PHASING PLAN





PART PLAN

SCHEMATIC BRIDGE LAYDOWN AREA





1. Install SOE



2. Excavate to Subgrade



3. Construct Bridge Footings and Erect Form Work



4. Construct Abutment Wall



5. Construct Wing Walls and Backfill



6. Establish Crane Pad Deliver Steel



7. Erect Bearings and Steel beams



8. Complete Superstructure, Railing, and Amenities

BRIDGE
QUEENSWAY PHASING PLAN



PHASE 2
- CONSTRUCT WALL 12

PHASE 4
- COMPLETE PERMANENT INSTALLATIONS WORKING FORM BRIDGE TOWARDS UNION TURNPIKE.
  - FITNESS AREA
  - PLAY AREA
  - TURF
  - SHADE STRUCTURE
- CONTRACTORS TO WORK THEIR WAY OUT OF THE SITE.



PHASE 4
- COMPLETE PERMANENT PAVEMENT, STRIPING, PLANTINGS, AND PARK AMENITY INSTALLATION.

PHASE 1
- INSTALL DRAINAGE RETENTION SYSTEM, DRAINAGE STRUCTURES, PIPE DURING WINTER MONTHS AHEAD OF BRIDGE CONSTRUCTION.

SOUTH PARK
QUEENSWAY PHASING PLAN

TIMELINE OVERVIEW

1. SUMMARY OF KEY MILESTONES:

Milestone	Date
CM Contract Award	10/31/2025
Civil & Structural Trades Award	10/01/2026
Construction Start	11/01/2026
Substantial Completion	04/28/2028
CM Services Complete	04/28/2029

2. SCOPE OF WORK OVERVIEW

The QueensWay Metropolitan Hub Project will transform a 0.5-mile stretch of the former LIRR Rockaway Beach Branch into a public park and greenway, spanning from Metropolitan Avenue to Union Turnpike in Queens.

The project features include:

- Bicycle/pedestrian paths
- Nature walks with interpretive signage
- Recreational and gathering spaces
- A new bridge over an active LIRR freight line
- New Infrastructure – Drainage, Water, Electric

The CM's role is to manage and deliver construction of the QueensWay Metropolitan Hub. Design services are excluded from the scope.

3. SCHEDULING ASSUMPTIONS

- Schedule developed using Primavera P6 (v18.8)
- Standard 5-day workweek; federal holidays excluded
- Landscaping activities restricted to approved seasonal windows

Subproject Breakdown:

The project is divided into concurrently managed zones:

- North Area (North of LIRR Bridge - Met Hub Passage)
- South Area (LIRR Bridge and Met Hub Park)

Bridge Construction:

Starts ~April 2027 (after long-lead material procurement) and completes within ~2 months.

Final Work:

Play area, entrances, outdoor fitness, turf, asphalt paving, landscaping during permissible planting seasons.
Substantial Completion Target: April 2028

4. CRITICAL PATH ANALYSIS

Preliminary critical path items identified include the preliminary works for the shared-use path connecting Metropolitan Avenue to the QueensWay, the new bridge over LIRR bridge, new retaining wall installations, and portions of the landscaping scope.

5. SCHEDULE RISKS

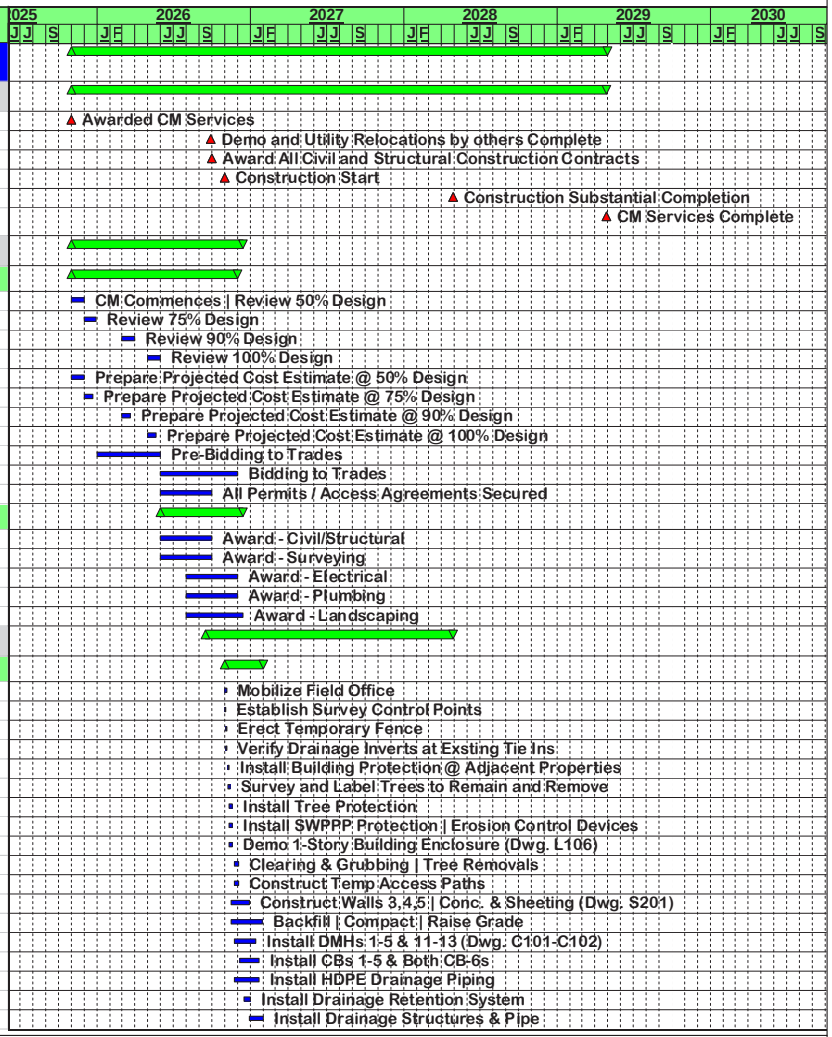
Key risks identified:

- Landscaping Constraints: Strict planting calendars (deciduous/evergreen) may require extended workweeks (6–7 days).
- Plant Availability: Specified plants must be locally sourced; substitutions could delay progress.
- Bridge Materials: Structural steel and bearings are long-lead items. A delay beyond the planned 6-month approval and procurement window could impact the critical path.
- Access Agreements: Working hours and areas that need to be captured in active roadways, MELs Campus Entrance or other surrounding properties may yield additional shifts of off-hour work.

PROJECT TIMELINE

Queensway Proposal - Construction Manager Retainer Contract

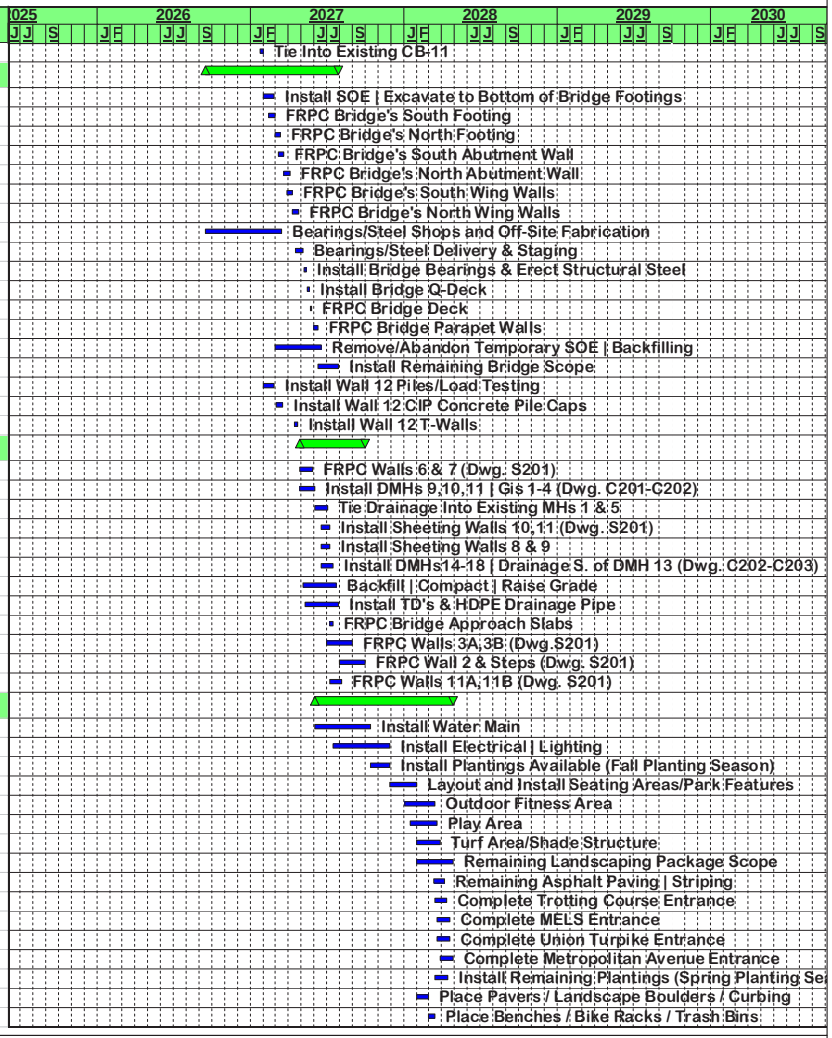
Location	Activity Name	Start	Finish
Queensway Proposal			
MILESTONES			
Milestone	Awarded CM Services	31-Oct-25	
Milestone	Demo and Utility Relocations by others Complete		30-Sep-26
Milestone	Award All Civil and Structural Construction Contracts	01-Oct-26	
Milestone	Construction Start	01-Nov-26	
Milestone	Construction Substantial Completion		28-Apr-28
Milestone	CM Services Complete		28-Apr-29
CM - PRE-CONSTRUCTION - 11/01/2025 to 12/15/2026			
Pre-construction - 11/01/2025 to 12/01/2026			
Project Wide	CM Commences | Review 50% Design	01-Nov-25	01-Dec-25
Project Wide	Review 75% Design	01-Dec-25	31-Dec-25
Project Wide	Review 90% Design	01-Mar-26	31-Mar-26
Project Wide	Review 100% Design	01-May-26	01-Jun-26
Project Wide	Prepare Projected Cost Estimate @ 50% Design	01-Nov-25	01-Dec-25
Project Wide	Prepare Projected Cost Estimate @ 75% Design	01-Dec-25	22-Dec-25
Project Wide	Prepare Projected Cost Estimate @ 90% Design	01-Mar-26	22-Mar-26
Project Wide	Prepare Projected Cost Estimate @ 100% Design	01-May-26	22-May-26
Project Wide	Pre-Bidding to Trades	02-Jan-26	31-May-26
Project Wide	Bidding to Trades	01-Jun-26	01-Dec-26
Project Wide	All Permits / Access Agreements Secured	01-Jun-26	01-Oct-26
Award Trade Contracts - 06/01/2026 to 12/15/2026			
Project Wide	Award - Civil/Structural	01-Jun-26	01-Oct-26
Project Wide	Award - Surveying	01-Jun-26	01-Oct-26
Project Wide	Award - Electrical	01-Aug-26	01-Dec-26
Project Wide	Award - Plumbing	01-Aug-26	01-Dec-26
Project Wide	Award - Landscaping	01-Aug-26	15-Dec-26
CONSTRUCTION - 11/01/2026 to 04/28/2028			
Phase 1 - Early Civil, Structural Works - 11/01/2026 to 02/01/2027			
South Area - Met Hub Park	Mobilize Field Office	01-Nov-26	06-Nov-26
North & South Areas	Establish Survey Control Points	01-Nov-26	04-Nov-26
North & South Areas	Erect Temporary Fence	04-Nov-26	06-Nov-26
North & South Areas	Verify Drainage Inverts at Exsting Tie Ins	05-Nov-26	06-Nov-26
North & South Areas	Install Building Protection @ Adjacent Properties	09-Nov-26	11-Nov-26
North & South Areas	Survey and Label Trees to Remain and Remove	09-Nov-26	13-Nov-26
North & South Areas	Install Tree Protection	11-Nov-26	20-Nov-26
North & South Areas	Install SWPPP Protection | Erosion Control Devices	11-Nov-26	20-Nov-26
North Area - Met Hub Passage	Demo 1-Story Building Enclosure (Dwg. L106)	11-Nov-26	20-Nov-26
North & South Areas	Clearing & Grubbing | Tree Removals	23-Nov-26	04-Dec-26
North & South Areas	Construct Temp Access Paths	23-Nov-26	04-Dec-26
North Area - Met Hub Passage	Construct Walls 3,4,5 | Conc. & Sheeting (Dwg. S201)	16-Nov-26	31-Dec-26
North Area - Met Hub Passage	Backfill | Compact | Raise Grade	17-Nov-26	29-Jan-27
North Area - Met Hub Passage	Install DMHs 1-5 & 11-13 (Dwg. C101-C102)	23-Nov-26	15-Jan-27
North Area - Met Hub Passage	Install CBs 1-5 & Both CB-6s	07-Dec-26	22-Jan-27
North Area - Met Hub Passage	Install HDPE Drainage Piping	23-Nov-26	22-Jan-27
South Area - Met Hub Park	Install Drainage Retention System	16-Dec-26	02-Jan-27
South Area - Met Hub Park	Install Drainage Structures & Pipe	30-Dec-26	01-Feb-27



TOTAL PROJECT PLOT | **NV5-NAIK ENGINEERING, JV**

Queensway Proposal - Construction Manager Retainer Contract

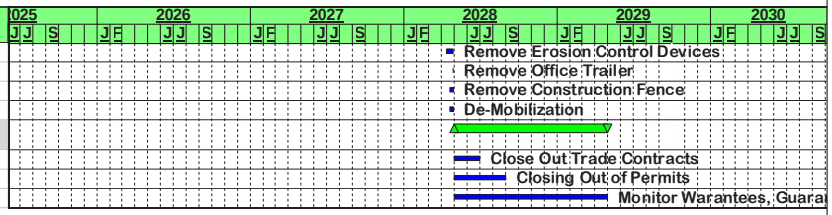
Location	Activity Name	Start	Finish
South Area - Met Hub Park	Tie Into Existing CB-11	25-Jan-27	01-Feb-27
Phase 2 - Bridge Construction & Wall 12 - 02/01/2027 to 07/30/2027			
North & South Areas	Install SOE | Excavate to Bottom of Bridge Footings	01-Feb-27	26-Feb-27
South Area - Met Hub Park	FRPC Bridge's South Footing	15-Feb-27	01-Mar-27
North Area - Met Hub Passage	FRPC Bridge's North Footing	01-Mar-27	15-Mar-27
South Area - Met Hub Park	FRPC Bridge's South Abutment Wall	08-Mar-27	22-Mar-27
North Area - Met Hub Passage	FRPC Bridge's North Abutment Wall	22-Mar-27	05-Apr-27
South Area - Met Hub Park	FRPC Bridge's South Wing Walls	29-Mar-27	12-Apr-27
North Area - Met Hub Passage	FRPC Bridge's North Wing Walls	12-Apr-27	26-Apr-27
South Area - Met Hub Park	Bearings/Steel Shops and Off-Site Fabrication	16-Sep-26	16-Mar-27
South Area - Met Hub Park	Bearings/Steel Delivery & Staging	20-Apr-27	07-May-27
South Area - Met Hub Park	Install Bridge Bearings & Erect Structural Steel	10-May-27	14-May-27
South Area - Met Hub Park	Install Bridge Q-Deck	17-May-27	21-May-27
South Area - Met Hub Park	FRPC Bridge Deck	24-May-27	28-May-27
South Area - Met Hub Park	FRPC Bridge Parapet Walls	01-Jun-27	11-Jun-27
North & South Areas	Remove/Abandon Temporary SOE | Backfilling	01-Mar-27	19-Jun-27
South Area - Met Hub Park	Install Remaining Bridge Scope	11-Jun-27	30-Jul-27
South Area - Met Hub Park	Install Wall 12 Piles/Load Testing	01-Feb-27	26-Feb-27
South Area - Met Hub Park	Install Wall 12 CIP Concrete Pile Caps	05-Mar-27	19-Mar-27
South Area - Met Hub Park	Install Wall 12 T-Walls	16-Apr-27	23-Apr-27
Phase 3 - Remaining Civil, Structural Works - 04/29/2027 to 10/01/2027			
North Area - Met Hub Passage	FRPC Walls 6 & 7 (Dwg. S201)	29-Apr-27	29-May-27
North Area - Met Hub Passage	Install DMHs 9,10,11 | Gis 1-4 (Dwg. C201-C202)	29-Apr-27	05-Jun-27
North Area - Met Hub Passage	Tie Drainage Into Existing MHs 1 & 5	05-Jun-27	05-Jul-27
South Area - Met Hub Park	Install Sheeting Walls 10,11 (Dwg. S201)	19-Jun-27	10-Jul-27
North Area - Met Hub Passage	Install Sheeting Walls 8 & 9	19-Jun-27	10-Jul-27
North Area - Met Hub Passage	Install DMHs14-18 | Drainage S. of DMH 13 (Dwg. C20	19-Jun-27	17-Jul-27
North Area - Met Hub Passage	Backfill | Compact | Raise Grade	06-May-27	24-Jul-27
North Area - Met Hub Passage	Install TD's & HDPE Drainage Pipe	13-May-27	30-Jul-27
North & South Areas	FRPC Bridge Approach Slabs	10-Jul-27	17-Jul-27
North Area - Met Hub Passage	FRPC Walls 3A,3B (Dwg.S201)	01-Jul-27	01-Sep-27
North Area - Met Hub Passage	FRPC Wall 2 & Steps (Dwg. S201)	01-Aug-27	01-Oct-27
South Area - Met Hub Park	FRPC Walls 11A,11B (Dwg. S201)	10-Jul-27	07-Aug-27
Phase 4 - Landscaping, Electric, Water - 06/03/2027 to 04/28/2028			
North & South Areas	Install Water Main	03-Jun-27	15-Oct-27
North & South Areas	Install Electrical | Lighting	17-Jul-27	30-Nov-27
North & South Areas	Install Plantings Available (Fall Planting Season)	15-Oct-27	30-Nov-27
North & South Areas	Layout and Install Seating Areas/Park Features	30-Nov-27	31-Jan-28
South Area - Met Hub Park	Outdoor Fitness Area	03-Jan-28	15-Mar-28
South Area - Met Hub Park	Play Area	17-Jan-28	22-Mar-28
South Area - Met Hub Park	Turf Area/Shade Structure	31-Jan-28	29-Mar-28
North & South Areas	Remaining Landscaping Package Scope	31-Jan-28	28-Apr-28
North & South Areas	Remaining Asphalt Paving | Striping	13-Mar-28	07-Apr-28
North Area - Met Hub Passage	Complete Trotting Course Entrance	15-Mar-28	14-Apr-28
North Area - Met Hub Passage	Complete MELS Entrance	22-Mar-28	21-Apr-28
North Area - Met Hub Passage	Complete Union Turpike Entrance	22-Mar-28	21-Apr-28
North Area - Met Hub Passage	Complete Metropolitan Avenue Entrance	29-Mar-28	28-Apr-28
North & South Areas	Install Remaining Plantings (Spring Planting Season)	15-Mar-28	15-Apr-28
North Area - Met Hub Passage	Place Pavers / Landscape Boulders / Curbing	01-Feb-28	29-Feb-28
North Area - Met Hub Passage	Place Benches / Bike Racks / Trash Bins	01-Mar-28	15-Mar-28



TOTAL PROJECT PLOT | **NV5-NAIK ENGINEERING, JV**

Queensway Proposal - Construction Manager Retainer Contract

Location	Activity Name	Start	Finish
North & South Areas	Remove Erosion Control Devices	14-Apr-28	28-Apr-28
South Area - Met Hub Park	Remove Office Trailer	27-Apr-28	28-Apr-28
North & South Areas	Remove Construction Fence	21-Apr-28	28-Apr-28
North & South Areas	De-Mobilization	21-Apr-28	28-Apr-28
CM - POST-CONSTRUCTION - 05/01/28 to 04/30/2029			
Project Wide	Close Out Trade Contracts	01-May-28	30-Jun-28
Project Wide	Closing Out of Permits	01-May-28	30-Aug-28
Project Wide	Monitor Warantees, Guarantees, As-Builts	01-May-28	30-Apr-29



TOTAL PROJECT PLOT | **NV5-NAIK ENGINEERING, JV**



MWBE Participation

MWBE PARTICIPATION

NYC/EDC

MWBE/DBE Subcontractor Participation Plan

10/14/2025

The purpose of this form is to ensure that appropriate planning and consideration go into the consultant and contractor utilization process, and serve as documentation of your commitment to attain the level of MWBE/DBE Participation set forth in this this plan. The solicitation materials indicate whether MWBE or DBE goals apply for this contract and this form should be filled out accordingly. Please complete the forms and include (1) an Excel copy of the form and (2) an executed PDF as part of your proposal submission. Any questions regarding the form should be directed to the contract manager.

I affirm that the following statements are true and accurate:
1. I will make and thoroughly document every good faith effort to meet the MWBE/DBE Participation Goal set forth herein.
2. This MWBE/DBE Participation Plan lists all consultants and contractors that are expected to work on this project as of the date above, **whether MWBE/DBE or not.**
3. I have verified that firms listed as MWBE/DBE below are certified by the appropriate entity.
4. I have included an Intent to Perform as Subcontractor Form for each firm listed below as part of this submission.

Contractor Approval x _____ Signature of Authorized Representative / Preparer

Joseph Menzer, PE, DBIA, Principal — Name & Title

Oct. 14, 2025 — Date

Project Information		Project Calculations			Disaggregated Goals		
Contract #	9648000X/10820000X	**Total Award Amount**					
Project #	10273	Total Award to Prime	$	33,756,110.57	**Ethnicity**	**Male**	**Female**
Project Name	Consultant Services CM Retainer QueensWay Metropolitan Hub	Total Award to MWBE/DBE Subs	$	140,000.00	Asian	4.00%	4.00%
Prime Contractor Name	NV5-Naik Engineering JV	Total Award to non-MWBE/DBE Subs	$	33,616,110.57	Black	6.00%	4.00%
Project Manager	Joseph LaRocca, PE	**Total MWBE/DBE Award**	**$**	**140,000.00**	Hispanic	6.00%	3.00%
Email	joseph.larocca@nv5.com	**MWBE/DBE Participation Goal**		**30.00%**	Unspecified	3.00%	
Phone	646.795.3858						

NYC/EDC

Contractor / Consultant Award Information (include information for all prime and subcontractors, regardless of MWBE/DBE status)

Contractor / Consultant	Prime or Sub	MWBE/DBE? (Yes or No)	Ethnicity Group	Award Amount	Description of Services to be Provided	NAICS Codes	Contracting Party	Is Contracting Party MWBE/DBE? (Yes or No)	MWBE/DBE Amount
NV5-Naik Engineering JV	**Prime**	**No**	NA	**$ 33,756,110.57**	**Project Management & Field Oversight**	**237990**	**NYCEDC**	**NA**	**$ -**
Toscano Clements Taylor	Sub	Yes	Unspecified	**$ 90,000.00**	Project Estimating	237990	NV5-Naik Engineering JV	No	$ 90,000.00
Infinite Consulting Corp	Sub	Yes	Asian American Male	**$ 50,000.00**	Project Scheduling	237991	NV5-Naik Engineering JV	No	$ 50,000.00
NV5 New York-Engineers, Architects, Landscape Architects and Surveyors	Sub	No	NA	**$ 3,616,110.57**	Construction Mangement	237992	NV5-Naik Engineering JV	No	$ -

MWBE APPROACH

MWBE GOALS AND GOOD FAITH EFFORT

The NV5-Naik Engineering JV is fully committed to meeting or exceeding the Minority- and Women-Owned Business Enterprise (MWBE) participation goals set forth by NYCEDC. We understand that demonstrating good faith efforts requires more than procedural compliance and demands proactive outreach, inclusive planning, and clear documentation. To date, we have included MWBE participation within the CM team and anticipate meeting the overall project goals through targeted MWBE engagement in upcoming trade contract buys within the hard costs.

Targeted Outreach and Advertising:

We will advertise subcontracting opportunities utilizing social media, local MWBE-focused groups, industry-specific publications and any established platforms in place by NYCEDC. Additionally, we will work directly with NYCEDC's MWBE compliance point of contact to keep all informed on the best practices we are implementing and explore other areas where we may be able to find success.

Direct Solicitation Using Certified MWBE Directories:

Our team will use the NYC Department of Small Business Services (SBS) and Empire State Development (ESD) certified MWBE directories to identify eligible firms for all applicable scopes. We will send formal Invitations to Bid and RFPs directly to these firms utilizing BuildingConnected.

Pre-Bid Information Sessions:

We will host virtual and in-person pre-bid meetings specifically for MWBE firms to discuss upcoming packages, walk through the scope of work, and answer questions. For example, prior to bidding out civil and landscaping scopes, we will hold targeted sessions to engage MWBEs experienced in NYC Parks-related work. Where applicable, we will respond to questions MWBE firms may have in navigating requirements, such as insurance, and also refer them to the many programs New York City has in place to support their efforts.

Breakout Scopes to Maximize Participation:

We will unbundle scopes of work within the larger packages to reduce some costs that may be incurred by contractor markup of their subcontractors but also make smaller packages available to all MWBE direct bidders. For example, within the civil, structural and landscaping packages, separating our bid packages for structural steel, concrete, rebar, fencing, planting, water main, electric, and playground/outdoor fitness equipment may allow smaller MWBE firms to participate competitively.

Follow-Up and Documentation:

We will follow up with non-responsive firms via phone or email and maintain detailed logs of all outreach efforts, including copies of correspondence and summaries of outcomes. These records will be readily available to NYCEDC upon request or in support of a waiver, if necessary.

The NV5-Naik Engineering JV fully understands NYCEDC's expectations around MWBE inclusion and the importance of verifiable, active engagement. We are confident that through these targeted and sustained efforts, we will not only meet but strive to exceed the MWBE goals for the QueensWay project.

MWBE COMPLIANCE MONITORING AND REPORTING

MWBE compliance reporting will remain a critical focus from the start of construction through project closeout. Our team will take an active role in monitoring subcontractor participation, collecting and verifying all required documentation, and ensuring accurate and timely reporting in alignment with contract requirements. We will work closely with all trade partners to maintain transparency and track progress against MWBE participation goals. In parallel, we will manage the monthly requisition process to ensure smooth submission, review, and approval, helping to maintain steady cash flow while upholding all MWBE tracking and reporting obligations.





NV5 | Naik GROUP

JOINT VENTURE