

PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
NJTA OPS No. P3831 – Contract No. P100.590	Monmouth County, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The Garden State Parkway Bridge Superstructure Replacement Project in Monmouth County, New Jersey, was an \$18 million infrastructure initiative focused on rehabilitating and extending the service life of critical structures between mileposts 106.3 and 106.5. The scope encompassed comprehensive bridge superstructure replacements, parapet and joint reconstructions, bearing replacements, and concrete repairs. To maximize motorist safety and enhance regional infrastructure, the project also integrated roadway resurfacing, drainage improvements, beam guide rail enhancements, and lighting upgrades—all coordinated under strict traffic control measures to maintain safe, efficient roadway operations. Relevant Services and Deliverables MCFA provided CPM scheduling and cost estimating services. Utilizing Primavera P6 software, MCFA provided Critical Path Method (CPM) scheduling support, conducted reviews, and provided analyses of contractor-generated progress schedules. MCFA's technical oversight included evaluating complex schedule logic, assessing interrelated milestones, mapping construction sequencing, and preemptively identifying potential delays alongside their associated cost implications. Through continuous performance assessments and proactive risk identification, MCFA provided data necessary to mitigate project risks while traffic operations continued along this critical commuter corridor.	
	
REFERENCE INFO	
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
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PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
NJTA OPS No. T3846 – Contract No. T100.584	Bergen and Hudson Counties, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The New Jersey Turnpike Rehabilitation of Structures Project in Bergen and Hudson Counties is a \$46 million infrastructure initiative designed to extend the service life and enhance the safety of critical transit assets between mileposts E112.00 and E116.00. The comprehensive scope encompasses bridge deck and parapet reconstruction, structural steel repairs and repainting, bearing replacements, and localized concrete and joint restorations. To modernize the corridor, the initiative also integrates drainage improvements, roadway resurfacing, lighting upgrades, and guide rail enhancements—all carefully executed using strategic lane shifts and detours to maintain traffic flow on one of the region's busiest highways. Relevant Services and Deliverables MCFA provided CPM scheduling and cost estimating services. Leveraging Primavera P6 software, MCFA delivered critical path method (CPM) scheduling support, performed detailed technical reviews and analyzed contractor-generated baseline and progress schedules. This oversight included evaluating complex logic networks, assessing interrelated milestones, verifying construction sequencing, and mapping potential schedule impacts alongside their associated cost implications. Through continuous risk identification and performance assessments, MCFA provided NJTA with the actionable data required to minimize project delays.	
	
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PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
NJTA OPS No. T3856 – Contract No. T200.575	Interchanges 12 & 13, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The New Jersey Turnpike Roadway Lighting and Power Distribution Upgrades Project at Interchanges 12 and 13 is a \$14 million infrastructure improvement initiative designed to modernize and enhance the reliability, safety, and efficiency of roadway lighting systems along the New Jersey Turnpike. The project includes replacement of existing Turnpike-owned series-connected lighting systems with a new multi-phase power distribution network featuring energy-efficient LED luminaires. Additional improvements include installation of new conduit and wiring, dedicated neutral conductors for each phase, and new light poles in select locations to expand lighting coverage and improve visibility for motorists. Relevant Services and Deliverables MCFA provided scheduling and cost estimating services for the New Jersey Turnpike Roadway Lighting and Power Distribution Upgrades Project at Interchanges 12 and 13. MCFA provided Critical Path Method (CPM) scheduling support utilizing Primavera P6 software, including detailed reviews and analyses of contractor-generated progress schedules. Tasks included evaluating schedule logic, assessing interrelated milestones and project sequencing, identifying potential delays and schedule impacts, and analyzing associated cost implications.	
	
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PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
New Jersey Turnpike Authority (NJTA) Order of Professional Services (OPS) P3985 Preliminary Engineering Services for Operational Improvements between Parkway Interchanges 130 and 131	Interchanges 130 & 131, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The New Jersey Turnpike Authority Operational Improvements Project between Garden State Parkway Interchanges 130 and 131 is a transportation infrastructure initiative focused on improving roadway operations, traffic flow, and long-term mobility within a heavily traveled corridor of the Garden State Parkway. The project includes preliminary engineering, evaluation of operational enhancements, and development of implementation strategies to support future construction activities while maintaining safe and efficient roadway operations. Relevant Services and Deliverables MCFA provided scheduling and cost estimating services for the Operational Improvements Project between Garden State Parkway Interchanges 130 and 131. As part of the preliminary engineering phase, MCFA supported the prime consultant through the development and management of Critical Path Method (CPM) schedules and conceptual cost estimates. MCFA developed a Preliminary Design CPM Schedule consisting of approximately 800 activities that met NJTA scheduling requirements and standards. In addition, MCFA prepared conceptual design cost estimate alternatives, evaluating project sequencing and milestones, and establishing processes for comprehensive reviews of CPM schedules and contractor progress schedules. MCFA continues to support project planning and delivery by providing schedule analysis, cost estimating, and risk identification services as the project advances toward construction.	
	
REFERENCE INFO	
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
Cindy Dai, P.E., AECOM xin.dai@aecom.com	(732) 564-3200

PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
New Jersey Turnpike Authority (NJTA) Order of Professional Services (OPS) T3944 Replacement of Two Waterway Piers Turnpike Structure No. W115.36 & Miscellaneous Improvements	Fort Lee, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The New Jersey Turnpike Authority Replacement of Two Waterway Piers and Miscellaneous Improvements Project involves the replacement of two waterway piers associated with Turnpike Structure No. W115.36, along with related infrastructure improvements. The project is designed to maintain the long-term structural integrity, reliability, and safety of this critical transportation asset while minimizing impacts to ongoing Turnpike operations. Relevant Services and Deliverables MCFA provides CPM scheduling services in support of the Replacement of Two Waterway Piers and Miscellaneous Improvements Project. Utilizing Critical Path Method (CPM) scheduling techniques, MCFA conducts comprehensive reviews and analyses of contractor-generated CPM schedules consisting of approximately 300 activities. Services include evaluation of schedule logic, sequencing, milestones, and overall schedule performance to identify potential risks and impacts to project delivery. MCFA also reviews and analyzes Time Impact Analyses (TIAs) submitted by the contractor to assess schedule delays, determine the validity of claimed impacts, and support the evaluation of potential change orders and contractor delay claims. Findings and recommendations are provided to the construction management team and the New Jersey Turnpike Authority to support informed decision-making and effective project controls throughout project execution. 	
REFERENCE INFO	
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
Hardesty & Hanover, Brendan O'Shea, P.E. boshea@hardestyhanover.com	(908) 208 2632

PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
New Jersey Turnpike Authority (NJTA) Order for Professional Services No. T3922 Final Design Services for Newark Bay-Hudson County Extension Improvements Program, Section 2, Milepost N1.3 To N2.9: <i>Document Control</i>	Newark, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview The New Jersey Turnpike Authority Newark Bay Bridge Replacement Project involves the final design of replacement structures for the existing Newark Bay Bridge crossing, including Structure Nos. N2.01W, N2.01, and N2.01E. The project will replace the existing bridge system with staged twin cable-stayed bridges designed to accommodate four travel lanes and standard full shoulders in each direction across Newark Bay. The effort also includes the final design and demolition planning for the existing bridge structures, including the continuous tied-arch through truss spanning the navigable channel of Newark Bay. The project is a critical component of the broader Newark Bay-Hudson County Extension Program, which seeks to improve mobility, safety, and long-term reliability along this vital transportation corridor. Relevant Services and Deliverables MCFA provides document control and project coordination support services for the Newark Bay Bridge Replacement Project. Utilizing SharePoint and other project management platforms, MCFA manages project documentation and workflows to ensure timely distribution, version control, and compliance with project procedures and NJTA requirements. Services include coordination and processing of transmittals and submittals, interagency review management, creation and facilitation of Bluebeam review sessions, recording and distribution of meeting minutes, and preparation of weekly and monthly project reporting. MCFA also develops and maintains standard operating procedures (SOPs), tracks requests for information (RFIs), submittals, and ball-in-court action items, and manages project tracking tools and databases to support effective communication and coordination among project stakeholders. Through comprehensive document control and project controls support, MCFA helps maintain accountability, transparency, and efficient information management throughout the design phase of this complex bridge replacement program.	
	
REFERENCE INFO	
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
Seth Condell, PE, LEED AP, ENV SP, DBIA (Parsons)	(212) 266 8398

PRIOR EXPERIENCE PROJECT

PROJECT NAME	PROJECT LOCATION
OPS T3900 New Jersey Turnpike Authority (NJTA) Preliminary Design and Environmental Services for the Newark Bay-Hudson County Extension Program	New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue, Jersey City, NJ

DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK

Project Overview: The Program is a proposed reconstruction and widening of the Newark Bay-Hudson County Extension (NB-HCE) totaling approximately 8.1 miles. Approximately 80% of the corridor roadway is carried on bridge structures, which are nearing the end of their design service lives. The main components of the Program are:

- From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway to provide four lanes and standard shoulders in each direction, including a new Newark Bay Bridge over the Newark Bay.
- From Interchange 14A to the Columbus Drive Exit, replacing bridges and widening the roadway to three lanes and standard shoulders in each direction.
- From the Columbus Drive Exit to Jersey Avenue, replacing the viaduct structure to maintain the current configuration of two lanes in each direction but providing standard shoulders.

The Program will modernize the Extension to help ensure its safety and sustainability, relieve traffic congestion and its harmful impacts, accommodate the current and future growth of the adjacent communities and the ports, and address the anticipated impacts of climate change, flooding, and noise. Close coordination with municipalities will continue throughout construction. The Program duration is anticipated to be 10 to 15 years.



Relevant Services and Deliverables:

- ✓ MCFA is providing full-time scheduling and document control services for the entire duration of the Program, which is estimated to be completed in 2039. In addition, MCFA provides program reporting, budget, and cost control services.

Anticipated Program Cost: \$10.7 Billion

REFERENCE INFO	
COST	YEARS
\$12,697,833 (Fee)	Current – 2039 (anticipated)
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
HNTB Anthony Piechnik	(973)289-7164

PRIOR EXPERIENCE	
PROJECT NAME	PROJECT CLIENT
Order of Professional Services No. P3760, Supervision of Construction Services for Contract No. P100.476 – Superstructure Replacement and Widening of Bridge No. 158.2 GSP Bridge Over Passaic River, US Route, 46 and River Drive (Multiple Locations, NJ)	New Jersey Turnpike Authority (NJTA)
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview: The work currently performed under Contract P100.476 includes the replacement of the existing superstructure with a widened superstructure. The finished widened roadway will consist of 12-foot lanes, 12-foot right shoulders, and 5-foot left shoulders. The new superstructure and modified substructure will incorporate a new HPC concrete, parapet, and median barrier, replacement of substructure steel girders, new seismic isolation bearings, new under-bridge lighting, repairs, and modifications to the existing abutments and piers to accommodate the wider superstructure, 2,750 linear feet of new MSE retaining walls, widening of the north and south approaches, construction of temporary roadway crossovers to allow southbound traffic to be carried on the new temporary bridge, and northbound traffic to be carried by existing southbound portion of the structure, temporary and relocated local roadway and ramp improvements, drainage improvements, foundations including spread footings, micro-piles and temporary pipe piles. Working as a subconsultant to HNTB, mcfa supports inspection services and provides full-time inspection of construction. Specific inspection services include: ✓ Assuring all work is done in compliance with the contract plans and specifications; ✓ Inspection of all construction materials to be used at the site to ensure compliance with the contract plans and specifications; ✓ Obtaining certifications of all manufactured materials; ✓ Providing oversight of contract crews and conducting daily communication with contractors and consultant teams; ✓ Maintenance of as-built information and plans; and ✓ Other support services required to execute engineering services.	
	
REFERENCE INFO	
POINT OF CONTACT	YEAR
Carlos Meneses, HNTB cmeneses@hntb.com	2021-Ongoing

PRIOR EXPERIENCE	
PROJECT NAME	PROJECT CLIENT
Order of Professional Services No. T3839 Interchange 1-4 Capacity Enhancements Improvement Program (NJ)	New Jersey Turnpike Authority (NJTA)
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview: The New Jersey Turnpike Authority (NJTA) selected AECOM to be their Engineering Consultant to provide program management and environmental services to progress and coordinate the Program through permitting, final design, and construction phases. The Program will accomplish the widening of one (1) additional lane in each direction to the existing four-lane New Jersey Turnpike from Interchange 1 exit (Route 49) to just north of the existing Interchange 4 connecting to the existing six-lane Turnpike mainline and to prepare an alternative analysis and then coordinate the final designs for the reconstruction and/or improvements at New Jersey Turnpike Interchanges 1, 2, 3 and 4. The approximate limits of the entire Program are from Milepost 0.0 to Milepost 36.5, totaling approximately 36.5 miles through 16 communities in four (4) counties within southern New Jersey. As a subconsultant to AECOM, MCFA played a critical role in the \$2 billion New Jersey Turnpike Capacity Enhancements Improvement Program. Their expertise in technical support and field management services ensured the project's success. MCFA's contributions include: ✓ Geotechnical Investigation: Investigating the entire project site's geotechnical profile, recording soil, aggregate, and pavement core boring data to identify the ground composition. This data played a crucial role in verifying roadway stability and guiding the design process for bridges, toll plazas, and other structures. ✓ Quality Control: Implementing quality control measures to ensure accurate and consistent data collection throughout the project. ✓ Data Management: Managing boring logs and data from lab analysis, facilitating efficient design decisions. ✓ Video Drainage Inspection: Leading and managing the cleanup and inspection of storm drains, inlets, and catch basins along a significant portion of the Turnpike, utilizing a video van to assess cleaning effectiveness and identify deficiencies. This information aided in planning drainage repairs during the design phase. ✓ Additional Services: Inspection of pavement core samples, confirmed and ensured the accuracy of One Call information, coordinated with utility companies, and managed utility markouts using GPS technology.	
REFERENCE INFO	
PROGRAM COST FEE	YEARS
\$2 B+ \$1,648,931.81	2020 – Ongoing
OWNER'S NAME POINT OF CONTACT	TELEPHONE NUMBER
Dan Loveless AECOM	(732) 433-4328

PRIOR EXPERIENCE PROJECT	
PROJECT NAME	PROJECT LOCATION
New Jersey Turnpike Authority (NJTA) Design Services for Contract No. T100.651 & T100.665 Bridge Repairs and Resurfacing, Milepost 92 to 122 and The Newark Bay-Hudson County Extension (2024 & 2025)	Various Locations, NJ
DESCRIPTION RELEVANT TO CAPABILITIES IN SOCPE OF WORK	
Project Overview: The New Jersey Turnpike Authority (NJTA) was in need of professional engineering services for a design solicitation which included field inspection and preparation of contract documents to repair mainline, local road overpasses and interchange ramp bridge decks, deck joints, resurfacing, and other miscellaneous structural repairs on Turnpike bridges between Milepost 0 and 122, on the Newark Bay-Hudson County Extension and on the Pearl Harbor Memorial Turnpike Extension. Specific MCFA tasks included: ✓ Shoulder Pavement Evaluation: Conducted field inspections of existing roadway shoulder, pavement conditions, and drainage inlets at bridge locations where traffic was planned to be shifted onto the roadway shoulder during construction. ○ Evaluated pavement integrity, guiderail conditions, and drainage structures to ensure safe temporary traffic shifts. ○ Documented findings using the New Jersey Turnpike Authority's Shoulder Pavement Evaluation Inspection Form. ○ Submitted a comprehensive final report to the Prime (GPI) summarizing field observations. ✓ Bridge Deck and Structural Repairs: ○ Performed visual inspections of bridge structures on land and in water to prioritize repairs. Evaluation of existing bridge conditions included deck panels, concrete spalls, joint headers, abutment headblocks, and joint risers. ✓ Overhead Signage: ○ Performed verification of existing sign structures to ensure accurate representation on design plans.	
	
REFERENCE INFO	
COST	YEARS
\$3.9 Million	2022 – 2024
OWNER'S NAME/POINT OF CONTACT	TELEPHONE NUMBER
Megan Gascho, P.E. (GPI)	(908) 287-2701

PRIOR EXPERIENCE	
PROJECT NAME	PROJECT CLIENT
Order for Professional Services No. P3861 Supervision of Construction Services for Contract No. P200.606, Culvert Repairs, Milepost 109 to 124 (Holmdel, NJ)	New Jersey Turnpike Authority (NJTA)
DESCRIPTION RELEVANT TO CAPABILITIES IN SCOPE OF WORK	
Project Overview: The work to be performed under Contract P200.606 involves providing construction inspection services for the repair of four culverts located at various points along the Garden State Parkway in New Jersey. The specific locations include: ✓ Milepost 109.69 (Middletown Township, Monmouth County): Repair of an existing 180-inch diameter corrugated metal pipe (CMP) conveying the Swimming River Tributary under both northbound and southbound express and local roadways. The repair method involves lining the existing CMP with steel ribs and pneumatically applied mortar. ✓ Milepost 110.73N (Middletown Township, Monmouth County): Repair of an existing 60-inch diameter CMP conveying stormwater under the northbound express and local roadways. This repair involves installing a new 60-inch diameter circumferentially continuously wound fiberglass reinforced polymer mortar (CCFRPM) pipe encased in a steel casing using trenchless pipe installation techniques. The existing CMP will be abandoned in place by filling it with controlled low-strength material (CLSM). ✓ Milepost 110.77 (Middletown Township, Monmouth County): Repair of an existing 180-inch diameter CMP conveying the NUT Swamp Brook UNT Tributary under both northbound and southbound express and local roadways. Similar to Milepost 109.69, the repair method involves lining the existing CMP with steel ribs and pneumatically applied mortar. ✓ Milepost 123.7S (Sayreville Borough, Middlesex County): Repair of a complex culvert structure consisting of a 142" x 102" corrugated metal arch pipe (CMAP) downstream section, transitioning to a 12' x 6' concrete box middle section, conveying Crossway Creek under the northbound express and local roadways, and northbound on-ramps and off-ramps to the Jon Bon Jovi Service Area. The repair method for this section involves lining the existing 142" x 102" CMAP section with steel ribs and pneumatically applied mortar. Working as a subconsultant to STV, mcfa supports inspection services and provides full-time inspection personnel for construction. Specific inspection services include: ✓ Assuring all work is done in compliance with the contract plans and specifications; ✓ Inspection of all construction materials to be used at the site to ensure compliance with the contract plans and specifications; ✓ Obtaining certifications of all manufactured materials; ✓ Providing oversight of contract crews and conducting daily communication with contractors and consultant teams; ✓ Maintenance of as-built information and plans; and ✓ Other support services required to execute engineering services.	
	
REFERENCE INFO	
POINT OF CONTACT	YEAR
Jim Takacs, PE, CCM (STV) jim.takacs@stvinc.com	10/2023-5/2024