RESOLUTION MANAGEMENT CONSULTANTS
The Construction Industry's Experts

# DANIEL A. MERLY, EIT
Senior Consultant

## EXPERIENCE SUMMARY

Daniel Merly, a Senior Consultant with Resolution Management Consultants, Inc. ("RMC"), has over 8 years of professional experience in project planning, quality assurance, mitigating project risks, construction and utility cost estimate preparation, traffic impact analysis, utility risk assessments, and project compliance oversight. Mr. Merly's experience includes construction services on projects involving transportation including highways and bridges, commercial, healthcare, educational and environmental construction.

**ACADEMIC BACKGROUND**

- Rowan University, Glassboro, NJ
  B.S. Civil Engineering (2016)

**LICENSES/REGISTRATIONS**

- Engineering-In-Training

**PROFESSIONAL ORGANIZATIONS**

- American Society of Civil Engineers (ASCE)

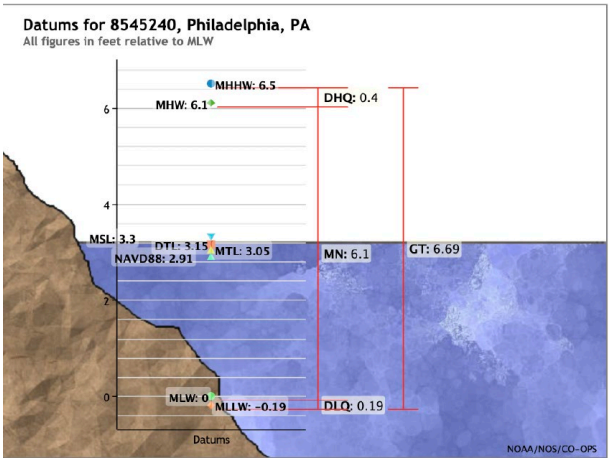
**PRIOR EMPLOYMENT**

- 2016 – 2022 Pennoni Associates, Inc.
- 2015 – 2016 RWD Consultants

Currently Mr. Merly is leading RMC's efforts in analyzing a contractor's claim for loss-of-efficiency caused by landslides that were encountered during the construction of highway and bridge improvements in OR. A primary issue in dispute concerns whether the recovery of costs on a force account basis requires a causal link to the unforeseen condition event or merely requires establishing that the work performance succeeded the event.

Mr. Merly has recently assisted in RMC's analysis of Requests for Equitable Adjustment ("REA") and Time Impact Analysis ("TIA") submitted by the Design-Build Contractor ("DBC") on several overseas embassy and consulate projects. One such issue analyzed by Mr. Merly concerned whether the assessment of whether a concrete pour should be considered a mass concrete pour and require implementation of a thermal control plan, was the responsibility of the DBC. This effort included an assessment of the schedule impact that adherence to the mass concrete requirements outlined in the standards established by the American Concrete Institute ("ACI")

Mr. Merly recently assisted in the development of estimates to repair or rebuild a dry dock constructed by the US Navy in the early 1900s in the Philadelphia Naval Yard. As the result of observed soil subsidence, the dry dock and crane rail system servicing two 50-ton portal cranes were significantly restricted in their use. In addition to developing the estimates, RMC also assisted in the evaluation of potential causes of the soil subsidence, including whether rainfall and earthquake events contributed to the soil subsidence and whether the soil subsidence had been occurring over an extended time period based on the survey data accumulated on rail elevations over an approximate 30-year period. In this regard, RMC analyzed the accuracy of mean low water and mean lower low water data recorded by the National Oceanic and Atmospheric Administration ("NOAA") that was used to establish tide levels at different points of time.



Mr. Merly also assisted with the preparation of a $5.5M delay and extended performance claim on behalf of the DBC retained by the State of NJ School Development Authority ("NJSDA") to design and construct a $115 Million, 199,714 Square Foot education campus expansion in a phased approach to allow student use and occupancy of existing campus facilities. Mr. Merly also assisted with the evaluation of $9.5 Million in specialty trade contractors' loss-of-productivity claims submitted on the construction of a medical center. In this assignment RMC had to evaluate the merits of various loss-of-productivity quantification methodologies, including the measured mile methodology and use of industry publications.

Prior to his employment with RMC, Mr. Merly analyzed bridge construction/ reconstruction projects across various townships in New Jersey on behalf of an ENR Top 500 consulting engineering firm. His work entailed exploring methods that could reduce project costs associated with mill and overlay as well as controlling anticipated cut and fill quantities to minimize the need for imported fill.

Mr. Merly has evaluated and prepared construction cost estimates for Local, County, and State jobs. He has worked on several projects ranging from mill and overlay of 5 miles, 1 mile of full depth reconstruction, parking lot reconstruction, and bridge construction/ reconstruction. Each project had its own unique set of challenges, such as navigating through limited Right-of-Way, taking consideration of Wetlands, and mitigating potential impacts to surrounding storm structures. These challenges were confronted, resolved, and reflected in the estimates prepared for each project.

Mr. Merly has evaluated potential traffic hazards and conflicts on Local, County, and State Roads. One such case involved a request for swift traffic calming and mitigation measures following a fatal car accident. He provided site reconnaissance of existing conditions, provided a step-by-step list of existing issues, and delivered a list of potential solutions with the recommended option being approved by the Client.

Mr. Merly has developed several traffic congestion mitigation measures for various entities. One problem involved vehicles queueing in excess of over 1000 feet in the City of Camden. Queueing extended to County Routes and severely impacted traffic flow in the opposing approaches. The request for action following various complaints by the City's constituents and employees of the surrounding developments prompted quick and decisive action to be taken. He provided precise recommendations with the preferred option being approved by the Client.

Mr. Merly provided strategic traffic calming measures in response to a township-wide initiative to mitigate speed-related car accidents and reported speeding in residential zones. He assisted in preparing a report listing the most optimal locations of traffic calming measures while still falling under a reference budget.

Mr. Merly assisted in providing internal site circulation and pedestrian accommodation strategies to alleviate the existing issues of vehicles/forklifts and pedestrians/employees maneuvering with no limiting traffic/pedestrian constraints. The existing dock did not have proper circulation and had a high risk of work-place injury. His efforts allowed for a direct solution to the existing site issues.

Mr. Merly is proficient in Spanish and in a variety of media of software programs including Primavera P6, CorelDRAW, Excel, AutoCAD, Deltek, Microstation, Adobe, Bluebeam, Word, PowerPoint, Synchro, and TNM 2.5 & 3.0. Mr. Merly is currently serving as a member of ASCE's Transportation & Development Institute's ("T&DI") Highway Construction Committee.