

# DFW Connector Technical Proposal

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## DFW Connector Technical Proposal

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### Key Personnel Resumes

Project Director - Keith Sasich  
Deputy Project Director – Design and Administration - Rob Anderson  
Deputy Project Director – Construction - Steve Medina  
Design Manager - Dale Moeller, P.E.\*  
Design-Build Coordination Manager - Tim Nelson  
Construction Manager – Structures - Reg Carson  
Construction Manager – Paving - Jay Knez  
Professional Services Quality Control Manager - David Williams, P.E.  
Construction Quality Control Manager - Mark Brown, P.E.  
Build-Maintain Coordinator Maintenance Manager - Tom Ross  
Maintenance QC Manager - Anthony Crockett  
Environmental Compliance Manager - John Rutkauskas  
Right-of-Way Manager - Steve Evans  
Utility Manager - John Schulte  
Public Relations Manager - Hunter Sydnor  
Independent Professional Services Quality Review Manager - Rachel Hayden, P.E.  
Independent Construction Quality Acceptance Manager - Robert Arizola, P.E. / Robert Schenck, P.E.

### Other Resumes (Added Value)

Project Start-up Team - Tom Howell  
Design-Build Executive - Bill Murphy  
Environmental Start-up Team - Dan Ryan  
Project Start-up Team - Joe Wingerter  
Project Engineer - Jason Gumm  
Contract Administrator - Greg Uyematsu  
Survey Manager - J. Bodi, P.L.S.  
IT Manager - Joe Herrera  
Business Manager - Lee Skiles  
West Segment Manager - Bob Massingill  
Middle Segment Manager - Randy Martin  
North Segment Manager - Rich Westerheid  
Equipment Manager - Tim Greenwood  
Safety Manager - Leland Anderson  
Utility/ Drainage Manager - Fred Polivka  
MOT Manager - Isaac Klem  
ITS / Electrical Manager - Jeff Whitehead  
Paving Manager - D. Santin  
Deputy Design Manager - Ivan Nicodemus  
West Segment Design Manager - Jim Langston  
Middle Segment Design Manager - Mark Frye  
North Segment Design Manager - Andy Fries  
\* Texas P.E. in progress

<b>Proposal Component</b>	<b>Form (if any)</b>	<b>ITP Section Cross Reference</b>	<b>NorthGate Proposal</b>
<b>Technical Proposal</b>			
<b>A. Executive Summary</b>			<b>Volume A</b>
Executive Summary (Exclude price Information)	No forms are provided	<u>Exhibit B, Section 3.1</u>	Exec. Summary
<b>B. Proposer Information, Certifications &amp; Documents</b>			<b>Volume B</b>
Proposal Letter	<u>Form A</u>	<u>Exhibit B, Section 3.2.1</u>	Tab: Form A
Authorization Documents	No forms are provided	<u>Exhibit B, Section 3.2.1</u>	Tab: Form A
Identification of Proposer and Equity Participants	<u>Form B-1</u>	<u>Exhibit B, Section 3.2.2</u>	Tab: Form B-1
Information About Proposer Organization	<u>Form B-2</u>	<u>Exhibit B, Section 3.2.2</u>	Tab: Form B-2
Information About Major Participants, Major Professional Services Firms and Identified Subcontractors	<u>Form B-3</u>	<u>Exhibit B, Section 3.2.2</u>	Tab: Form B-3
Responsible Proposer and Major Participant Questionnaire	<u>Form C</u>	<u>Exhibit B, Section 3.2.3</u>	Tab: Form C
Industrial Safety Record for Team Members Performing Installation or Construction Work	<u>Form D</u>	<u>Exhibit B, Section 3.2.4</u>	Tab: Form D
Personnel Work Assignment Form	<u>Form E</u>	<u>Exhibit B, Section 3.2.5</u>	Tab: Form E
Key Personnel statement of availability	No forms are provided	<u>Exhibit B, Section 3.2.5</u>	Tab: KP Availability
Letters Approving Key Personnel	No forms are provided	<u>Exhibit B, Section 3.2.6</u>	Tab: KP Approval
Letters Approving Changes in Proposer's Organization	No forms are provided	<u>Exhibit B, Section 3.2.6</u>	Tab: Chngs. Approval.
Non-Collusion Affidavit	<u>Form F</u>	<u>Exhibit B, Section 3.2.7</u>	Tab: Form F
Buy America Certification	<u>Form G</u>	<u>Exhibit B, Section 3.2.8</u>	Tab: Form G
DBE Certification	<u>Form H</u>	<u>Exhibit B, Section 3.2.9</u>	Tab: Form H
Child Support Statement for State Grants, Loans and Contracts	<u>Form I</u>	<u>Exhibit B, Section 3.2.10</u>	Tab: Form I
Conflict of Interest Disclosure Statement	<u>Form J</u>	<u>Exhibit B, Section 3.2.11</u>	Tab: Form J

<b>Proposal Component</b>	<b>Form (if any)</b>	<b>ITP Section Cross Reference</b>	<b>NorthGate Proposal</b>
<b>Technical Proposal</b>			
Equal Employment Opportunity Certification	<u>Form Q</u>	<u>Exhibit B, Section 3.2.12</u>	Tab: Form Q
Guarantor Letter (if required)	No forms are provided. If guaranty is required, <u>Form B-1</u> is required for the guarantor.	<u>Exhibit B, Section 3.2.13</u>	Tab: Guarantor Letter
Surety Information	No forms are provided.	<u>Exhibit B, Section 3.2.14</u>	Tab: Surety Info.
Debarment and Suspension Certification	<u>Form R</u>	<u>Exhibit B, Section 3.2.15</u>	Tab: Form R
Certification Regarding Use of Contract Funds for Lobbying	<u>Form S</u>	<u>Exhibit B, Section 3.2.16</u>	Tab: Form S
<b>C. Project Development Plan</b>			<b>Volume C</b>
Technical Solutions	No forms are provided	<u>Exhibit B, Section 4.1</u>	Section C.1
Project Baseline Schedule	<u>Form P</u>	<u>Exhibit B, Section 4.1.3</u>	Section C.1
Project Management Plan	No forms are provided	<u>Exhibit B, Section 4.2</u>	Section C.2
Quality Management Plan	No forms are provided	<u>Exhibit B, Section 4.3</u>	Section C.3
<b>E. Proposal Security (Proposal Bond or Letter of Credit)</b>			<b>Volume E</b>
Proposal Bond	<u>Form K-1</u>	<u>Exhibit B, Section 3.3.1</u>	Prop. Security Envelope
Letter of Credit	<u>Form K-2</u>	<u>Exhibit B, Section 3.3.2</u>	Prop. Security Envelope
<b>F. Escrow Agreement</b>			<b>Volume F</b>
Escrow Agreement	<u>Form L</u>	<u>Exhibit B, Section 3.4</u>	Escrow Envelope

<b>Proposal Component</b>	<b>Form (if any)</b>	<b>ITP Section Cross Reference</b>	<b>NorthGate Proposal</b>
<b>Financial Proposal</b>			
<b>A. Updated Financial Information</b>			
Audited fiscal financial statements for all periods subsequent to the QS and unaudited interim financial statements	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Financials
Guarantor letters of support (as required)	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Guarantor
For publicly held companies most recent SEC 10-K and 10-Q reports and any 8-Ks filed since the QS	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Credit Ratings
Credit ratings	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Credit Ratings
Letter regarding material change in financial condition since submission of the QS and for the next reporting period	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Material Chngs.
Letter disclosing all material off balance sheet liabilities	No forms are provided	<u>Exhibit C, Section 2.0</u>	Tab: Off-Bal. Liabilit.
<b>B. Price Information</b>			
Development Price	<u>Form N-1</u>	<u>Exhibit C, Section 3.1</u>	Tab: Form N-1
Cash Flow Adjustment Table/ Maximum Payment Curve	<u>Form N-2</u>	<u>Exhibit C, Section 3.1</u>	Tab: Form N-2
Maintenance Price	<u>Form O</u>	<u>Exhibit C, Section 3.2</u>	Tab: Form O
EPDs (to be delivered separately into escrow as provided in the ITP Section 4.3.2)	No forms are provided	<u>Exhibit C, Section 3.3</u>	Financial Proposal Binder



# Key Personnel Resumes

## Keith Sasich

### Project Director

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#### Current Role

President, Kiewit Texas Construction L.P.

#### Education

B.S., Industrial and Management Engineering, Montana State University

#### Years of Experience

25

#### References

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Director/Chief Engineer  
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#### OVERVIEW

Keith has over 25 years of experience in the construction industry and is responsible for Kiewit's operations in Texas, Louisiana and Oklahoma. Keith joined Kiewit in 1980, after being hired as a Traffic Control Foreman in Kalispell, Montana. He became a Texas Area Manager in 1993, and was named President in 1997. As President of Kiewit Texas Construction L.P., Keith oversees nearly \$200 million of construction work annually. Based in Fort Worth, Kiewit Texas has been providing TxDOT with transportation infrastructure and highway construction services since 1988. Keith's expertise includes management of grading, concrete and asphalt paving, bridge construction and rehabilitation, excavation, trenching, contract mining and emergency repair services. In addition to completing hundreds of millions of dollars worth of new highway construction for TxDOT, Keith's operations have supported numerous Kiewit projects nationwide, including providing management, resources and equipment on several large design-build projects such as the \$1.2 billion I-25 T-REX multi-modal project in Denver; the \$1.3 billion I-15 Corridor Reconstruction in Salt Lake City; the \$190 million Northwest Parkway Toll Road in Broomfield, Colorado; and the \$245 million E-470 Toll Road, Segment IV, in Denver.

Keith's recent experience includes providing executive oversight of the U.S. Army Corps of Engineers' fast-track Orleans Avenue Canal Interim Closure Structure in Louisiana; reconstruction of the I-30 (Tom Landry) Freeway in Dallas; emergency repairs to Pensacola, Florida's I-10 bridges destroyed by Hurricane Ivan in 2004; emergency repairs to the I-40 Bridge over the Arkansas River near Webber Falls, Oklahoma; and reconstruction of the I-20 Bridge, which was washed out by a flash flood in West Texas. Keith is currently overseeing work on the \$330 million design-build reconstruction of US 90 over Biloxi Bay; the twin 13,000-foot-long I-10 bridges over Lake Pontchartrain; and the \$434 million Huey P. Long Bridge in Louisiana.

#### EXPERIENCE

##### Principal-in-Charge, I-30 (Tom Landry) Reconstruction, Dallas, TX

This \$98 million interstate reconstruction project was substantially complete approximately 24 months ahead of its originally scheduled completion date. To accomplish this, Kiewit crews reorganized the work sequence as defined in the bid documents and added additional equipment and personnel resources. Kiewit crews self-performed approximately 70% of the work on this concrete paving project. The scope consisted of reconstructing five miles of concrete interstate highway, including eight new bridges, three types of retaining walls, and major drainage enhancements. Major quantities included 997,000 cubic meters of excavation, 550,000 cubic meters of embankment, 19,000 square meters of mechanically stabilized earth retaining walls, 440,000 square meters of concrete pavement, and

**Keith Sasich**  
Project Director

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26,680,000 kilograms of reinforcing steel. The concrete had to meet stringent FHWA and TxDOT quality control requirements. Working on the one of the most congested and busy highways in the State of Texas required extensive interaction with the State of Texas, city and county Leaders, and private stakeholders in the area. Since interstate traffic travels at 55 to 70 mph along the five-mile corridor, safety of the construction crews and the traveling public was of significant concern. Work was performed during nighttime road closures, which required crews and equipment to mobilize and demobilize upon a strict road closure schedule. Liquidated damages of \$1,500 per hour ensured the road was opened on time each morning.

**Principal-in-Charge, US 90 Bridge Replacement, Biloxi, MS**

Keith is providing executive oversight for this \$330 million design-build replacement of twin bridges (US 90) over Biloxi Bay destroyed by Hurricane Katrina. The 651-calendar-day project is one of the fastest replacements of its kind in FHWA history. Approximately 1,300 80-foot piles will be placed along the three-mile-long project corridor.

**Principal-in-Charge, Loop No. 1 Toll Road, Travis County, TX**

This \$108 million project extended the existing MoPac Expressway (LP1) to intersect with the future SH 45. A Zachry-Kiewit joint venture constructed a four-level intersection to connect the two roadways. Work included construction of a 3.4-mile, six-lane highway with intermittent frontage roads, three toll ramps and a toll plaza. The highway will be 22 lanes wide at the main toll plaza, with six lanes designated for high speed toll tag access. The project's biggest challenge was effectively managing the earthwork and working with varying layers of rock and soil, including topsoil, clay, limestone, and shale.

**Principal-in-Charge, SH45/Loop 1 Interchange, Round Rock, TX**

This project involved the construction of an interchange facility connecting new SH 45 N with Loop 1 and consisted of pavement; base; grading; drainage; illumination; storm water pollution prevention; signing; pavement markings; and structures. The project is located approximately 1 mi. west of IH35 at FM 1325 north of Austin in Round Rock. This \$81 million is the first phase of five phases of the \$400 million of work that will connect the proposed SH 130 to Loop 1 and SH 183 by way of SH 45N.

**Principal-in-Charge, Orleans Avenue Interim Closure Structure, New Orleans, LA**

Keith provided executive oversight for this \$52 million project on Lake Pontchartrain. The fast-track project was completed on schedule.

**Keith Sasich**  
Project Director

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**Principal-in-Charge, Runway 8R/26L Replacement, Atlanta, GA**

Keith oversaw this contract to remove and replace a concrete runway in only 60 calendar days at the world's busiest airport. This project was completed 17 hours ahead of an expedited schedule.

**Principal-in-Charge, I-10 Bridge Emergency Repairs, Pensacola, FL**

A \$30 million emergency repair project for twin bridges destroyed by Hurricane Ivan. The Phase I contract was completed 24 days ahead of schedule, and Phase II was completed 25 days ahead of schedule.

**Principal-in-Charge, I-40 Bridge Emergency Reconstruction, Webber Falls, OK**

A \$25 million contract to repair the I-40 bridge over the Arkansas River. Keith's crews repaired the bridge 25 days ahead of the Oklahoma Department of Transportation's mandatory completion schedule.

**Rob Anderson****Deputy Project Director – Design and Administration****Current Role**

Project Sponsor

**Education**B.S., Civil Engineering,  
Montana State University**Years of Experience**

15

**References**Del Walker  
Project Manager  
Parsons Transportation  
Group  
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del.walker@parsons.comRobert Ostermiller  
Project Engineer  
RKK Engineers  
81 Mosher St.  
Baltimore, MD 21217  
(T) 410-728-2900 ext 1322  
(F) 410-462-9400Larry Warner  
Project Director  
Parsons Brinckerhoff  
1560 Broadway, Suite 700  
Denver, CO 80202  
(T) 303-299-2427  
(F) 303-299-2425**OVERVIEW**

Rob has over 15 years of construction engineering and management experience. As a Kiewit Project Sponsor, Rob provides expertise in planning, management, design and construction for transportation projects in Texas. He is a skilled manager with experience in budget and schedule control, quality assurance and control, agency and utility coordination, and permitting. Over the past 10 years, he has played a key role on several of the largest design-build transportation projects constructed in the U.S., including the I-25 T-REX reconstruction project, the I-15 Corridor Reconstruction, and the San Joaquin Hills Transportation Corridor.

**EXPERIENCE****Deputy Project Manager, Houston Metro Rail, Houston, TX**

A \$1 billion, 19.3 mile at-grade light rail project to develop and construct the first phase of a major rapid-transit expansion project. The multi-phase project is part of the Metro Solutions 2025 Plan, a comprehensive plan to reduce traffic congestion and air quality problem in the greater Houston area. Phase 1 involves development of a schedule and finance plan, preliminary engineering and design, and early construction activities. Phase 2 involves final design and construction later in 2008. Rob was part of the team to provide the design, construction, operation and maintenance of guided rapid transit in four corridors and an intermodal terminal in Houston's urban core.

**Project Engineer, Transportation Expansion (T-REX), Denver, CO**

A \$1.3 billion design-build multi-modal project through southeast Denver. Work included improvements to 17 miles of I-25 and I-225 and construction of 19 miles of light rail transit lines. Rob was responsible for contract administration, field engineering, operation planning, field supervision, scheduling and coordination of subcontractors and vendors.

**Project Engineer/Structures Manager, I-15 Reconstruction, Salt Lake City, UT**

A \$1.4 billion design-build project consisting of rebuilding 16 miles of highway with 142 bridges through downtown Salt Lake City. Work was completed several months ahead of schedule. As Project Engineer, Rob was responsible for contract administration, field engineering, operation planning, field supervision, scheduling and coordination of subcontractors and vendors. As Structures Manager, Rob was responsible for planning and supervising structures operations, scheduling and directing crews, monitoring safety and quality, and tracking and managing costs.

**Rob Anderson**Deputy Project Director – Design and Administration

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**Quality Manager/Structures Superintendent/Design Coordinator,  
San Joaquin Hills Transportation Corridor, Orange County, CA**

An \$802 million, 19-mile, six-lane toll road. Work included 80 bridges, 725,000 square feet of retaining walls, 32 million cubic yards of excavation and 11 interchanges. Despite an 18-month environmental delay, the team opened the road to traffic 3.5 months ahead of schedule. As Quality Manager, Rob verified construction operations for compliance with plans and specifications, implemented and documented quality control procedures, and performed construction inspection and testing.

**Structures Engineer, Bonneville Navigation Lock, Cascade Locks, OR**

A \$100 million project for the U.S. Army Corps of Engineers. Work involved constructing a new navigation lock on the Columbia River at Bonneville Dam. The scope of services involved dewatering, rock excavation, rock tunneling, large mechanical works and mass concrete construction.

## Steve Medina

### Deputy Project Director - Construction

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#### Current Role

Project Sponsor

#### Education

Business, Adams State  
College

#### Years of Experience

23

#### References

Paul Lindberg  
Design-Build Coordinator  
New Mexico Department of  
Transportation  
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(T) 773-462-7300  
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org

#### OVERVIEW

Steve joined Kiewit in 1985 and has served as project sponsor, project manager, superintendent, project engineer, estimator and foreman. He has extensive excavation, embankment, grading and paving experience. Steve builds the project teams, and oversees and supports construction, including safety, quality, costs, schedule, labor relations, and availability of people and equipment. Steve has worked design-build projects valued at more than \$700 million. Through his effective management techniques, Steve has been instrumental in setting new production and quality standards for complex design-build projects. In 2000 Steve received the Project Sponsor of the Year Award for recognition of his role in reconstruction of SH 64 in New Mexico, which required utility relocation, phased construction, traffic control and close coordination with officials, businesses and the public to minimize impacts.

#### EXPERIENCE

##### **Area Manager/Project Sponsor, O'Hare Development, Chicago, IL**

A \$400 million development that includes embankment of 5 million cubic yards; relocation of a creek consisting of 600,000 cubic yards of excavation; three types of walls and two 1,400-foot-long box culverts; relocation of 5,200 lineal feet of 90-inch concrete water main and reconstruction of a four-lane entrance road with 30,000 tons of HBP and guard post; construction of a Category II, 7,000-foot-long 9L-27R runway that includes 250,000 cubic yards of concrete and 200,000 tons of asphalt pavement, runway lighting, shoulder base and underdrains.

Steve was responsible for allocating financial, equipment resources and personnel to meet project milestones for four projects under construction simultaneously.

##### **Project Manager, I-40/Coors Boulevard Interchange, Albuquerque, NM**

An \$86 million design-build reconstruction to provide a three-level interchange on an accelerated schedule to improve traffic flow and allow for future transit on Coors. Work included 12 bridges with on/off ramps. Steve ensured successful completion by monitoring schedule, productivity, safety, quality, owner relations and ensuring availability of resources.

##### **Project Manager, Northwest Parkway, Broomfield, CO**

A \$190 million design-build fast-track project to create a 29-mile toll road. Work included 11 interchanges with major connections to I-25. Major grading, drainage, utility relocation, wall construction and asphalt surfacing. Work was completed two months ahead early and received several awards. Steve was responsible for overall supervision, organization and coordination of equipment, staff and subcontractors to ensure successful completion.

**Dale T. Moeller, P.E.\***  
Design Manager

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**Current Role**

Vice President, Parsons  
Brinckerhoff

**Education**

M.S., Geotechnical  
Engineering, Iowa State  
University  
B.S., U.S. Military Academy

**Years of Experience**

31

**Professional Registration**

Professional Engineer: Iowa,  
1982; New York, 1990  
\*Texas P.E. in progress

**References**

Michael Bridges,  
Undersecretary, Louisiana  
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Undersecretary  
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*(continued on next page)*

**OVERVIEW**

Dale Moeller brings 31 years of experience managing engineering and construction projects. Throughout his career, he has been involved in a broad range of infrastructure projects from transportation corridor studies, highway and roadside-protection construction, airport runway/apron repaving, general civil engineering and construction, and facilities design and construction. Dale has been involved in delivering projects under design-build and design-bid-build, CM-at-risk and program management oversight. He has served as the principal staff assistant to the president of Parsons Brinckerhoff International and has participated in financial, budgeting, contractual, business development and organizational planning, and operational activities of delivering professional services.

**EXPERIENCE****Project Manager, Hurricane Recovery Program, Baton Rouge, LA**

A project to provide program management support to LaDOTD's disaster recovery efforts through external and internal communications, project controls, estimating, scheduling, budgeting, strategic analysis and contract management. Services included management of a funding and activity tracking system, assistance with Federal Emergency Management Agency and Federal Highway Administration reimbursement, documentation, long-term financial planning, and managing cash flow needs.

Dale managed the program management assignment assisting DOTD on recovery of Louisiana's transportation infrastructure after hurricanes Katrina and Rita in 2005.

**Principal in Charge, Williamsville Toll Barrier Relocation Study, Buffalo, NY**

This project consisted of scoping studies and preliminary design and included a study to relocate and replace the NYSTA main line toll barrier. The proposed facility incorporated express EZ-Pass, ITS information variable message signing, and toll facility planning (toll enforcement, revenue collection and counting technology and equipment, staff facilities, architecture, HVAC, ventilation, toll booth access, and lighting). Dale was responsible for the toll plaza facility including the plaza, administration building, operations planning, architectural treatments and approach and departure pavements. This project also included introduction of express EZ-Pass operations to the NYSTA.

**Project Director / Design Facility Leader, Superconducting Super Collider (SSC), Waxahatchie, TX**

Dale was responsible for managing the design and design support during construction for the experimental facilities at the SSC interaction region (IR)-5 and IR-8 sites. Facilities included two \$40 million underground experimental halls and over \$50 million of surface support buildings and infrastructure. Prior to the facility leader assignment, Dale was the design

**Dale T. Moeller, P.E.\***  
Design Manager

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Gary V. Gottlieb, P.E.  
Planning & Program  
Manager, New York State  
DOT, Region 5  
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Buffalo, NY 14203  
(T) 716-847-3241  
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manager for facilities at the IR-5 site. Preceding the initiation of design, he was the assistant project manager for the experimental facilities, performing pre-Title I conceptual design studies for the underground halls. This planned particle accelerator complex for the Department of Energy encompassed 70 miles of subterranean tunnels, including a 54-mile-long main accelerator ring, four injector tunnels, four underground experimental halls, and two ground-level campuses. When funding was suspended, 70 percent of the design and 20 percent of the construction had been completed.

**Principal in Charge and Task Leader, Peace Bridge Consensus Review Assessment, Buffalo, NY**

Dale was part of bi-national engineering team assessing alternative bridge system expansion alternatives for the Buffalo and Fort Erie Public Bridge Authority. He oversaw civil engineering and cost estimating tasks to identify and assess toll/customs plaza locations and configurations.

**Project Manager and Resident Engineer, New York State Thruway Rock Slope Remediation, Harriman, NY**

This \$14 million project included construction of unique protection walls, using precast concrete wall sections with rock anchors and erection of rock catchment fences. Dale was responsible for providing construction supervision services and highway traffic safety measure implementation.

**Operations Planning and Implementation for Projects in Europe, Africa, the Middle East, Latin America, Asia, and Australia**

Dale provided support for overseas projects to ensure that the project received staff, technical reference materials, and technical advice on key issues were addressed within the firm. Two projects included:

Gerede-Ankara Motorway, Turkey: Provided operational support, which included design of 150 miles of multi-lane divided highway with 200 bridges and 20 grade-separated interchanges. This project had a peak staff of 50 expatriate and 120 local engineers.

Taipei Rapid Transit System, Taiwan: Served as a special representative to the PB-led joint venture engaged as the general engineering consultant to manage design and construction of a new mass transit system with a mix of at-grade, elevated, and underground sections—an expected \$10 billion (U.S.) investment. This major undertaking employed over 145 expatriate engineers.

**Principal in Charge, Southtowns Connector/Buffalo Outer Harbor EIS, Buffalo, NY**

This project involved the Department of Transportation's EIS to assess road improvements along the NYS Route 5 corridor. The primary objectives were to facilitate redevelopment of Brownfields and to improve/simplify overall access to sites along the waterfront.

## Tim Nelson

### Design-Build Coordination Manager

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#### Project Sponsor (Principal-in-Charge)

#### Education

B.S., Construction  
Management, Washington  
State University

#### Years of Experience

18

#### References

Larry Warner  
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#### OVERVIEW

Tim joined Kiewit in 1990 and has 18 years experience on design-build, fast-track transportation and heavy-civil projects. He is responsible for allocating financial, equipment resources and personnel for projects in his operating area. He is well versed in establishing guidelines for safety, quality and issue resolution. He brings experience managing quality assurance process and programs to meet stringent specifications. Tim brings a focus in establishing a partnering process with owners, the public and the construction team. He has earned a reputation for guiding projects to on-time, high-quality delivery.

#### EXPERIENCE

##### **Project Manager, Bolsa Chica Lowlands Restoration, Huntington Beach, CA**

A \$63 million project to convert a 500-acre oil field to a lowland habitat for migratory birds. Work involved moving 1.6 million cubic yards of sand to create a landside level and an oceanside sandbar, constructing two bridges, six control structures and a groundwater barrier. Pacific Coast Highway traffic was diverted to construct a four-lane 104-foot wide by 405-foot-long flat slab bridge and 42-foot-wide by 405-foot-long oil service bridge over the inlet channel. Cord grass was placed to provide a wetland environment. Hazardous materials were transported off-site.

Tim managed construction of the bridges, control structures and groundwater barrier. He managed budget, schedule, environmental, quality and safety. Tim worked closely with U.S. Fish and Wildlife, EPA, and state officials to ensure that environmental regulations were met.

##### **Quality Assurance Structures Manager / Design Constructability Manager, Transportation Expansion (T-REX), Denver, CO**

A \$1.3 billion design-build project to reconstruct 17 miles of I-25 and I-225 and construct 19 miles of LRT lines with 13 stations, which included 300 walls over 3 million square feet and 78 bridge structures. Walls included drilled caissons, mechanically stabilized earth, tie-back and cast-in-place.

During construction, Tim oversaw a staff of 15 certified inspectors and technicians, and independent testing agencies for structural steel girder erection and structural concrete placements. He oversaw post-caisson construction testing and an ISO 9000-certified QA laboratory. During design Tim was responsible for design coordination of walls and bridges within a tight right-of-way. He interfaced with owners, the design team, construction team and stakeholders and participated in public meetings. He reviewed design plans and managed 35 designers to integrate wall and bridge design with stations, LRT and civil packages. He scheduled, coordinated and tracked design packages and approvals through the owner approval process. He worked with geotechnical engineers to keep design

**Tim Nelson**  
Design-Build Coordination Manager

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parameters in strict compliance with conditions in each of the three segments.

**Structures Superintendent, I-15 Reconstruction, Salt Lake City, UT**

A \$1.4-billion design-build project to rebuild 16 miles of highway with 142 bridges, 230 walls, 3 million cubic yards of excavation and placement of more than 1.1 million cubic yards of concrete.

Tim managed construction of 16 structural steel and precast girder bridges, including the girder erection subcontractor and coordinated with the reinforcing steel and electrical subcontractors. He worked closely with civil disciplines, Union Pacific Railroad, Utah DOT, and coordinated work with business owners in the downtown area.

**Superintendent, San Joaquin Hills Toll Road, Orange County, CA**

A \$700 million design-build project for the Transportation Corridor Agencies to construct 17 miles of six-lane freeway with 78 box-girder bridges, between Newport Beach and San Juan Capistrano, California in an environmentally sensitive area.

Tim was a structures superintendent for construction of 10 cast-in-place box girder bridges and six soldier pile walls. He was involved in developing work plans, scheduling, environmental and right-of-way issues.

**Field Engineer, Bonneville Lock and Dam, Cascade Locks, OR**

A \$140 million project to construct a new navigational lock structure with 35 monoliths for the U.S. Army Corps of Engineers. The new lock is 86 feet wide, 675 feet long, and 19 feet deep over the sill. Work included excavating 3 million cubic yards of common material and 221,000 cubic yards of rock, placing 471,500 cubic yards of embankment, 215,000 cubic yards of concrete, pipes, utilities and roads.

Tim was responsible for ensuring that the monoliths and floor structures were constructed according to specifications and he coordinated rebar and concrete delivery and installation.

## Reg Carson

### Construction Manager - Structures

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#### Current Role

Construction Manager

#### Education

Fort Steilacoom College,  
Criminal Science

#### Years of Experience

28

#### References

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Project Manager  
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jkammerer@utah.gov

Mike Rogers, MWH  
(T) 858-751-1209  
michael.f.rogers@us.  
mwglobal.com

#### OVERVIEW

Reg joined Kiewit in 1980 and has 28 years of construction experience and has practiced design-build construction management for 13 years. He offers significant experience in high-profile, schedule-driven, urban freeway expansion projects. His previous experience provides Reg with first-hand knowledge of the complexities involved with urban construction involving roadway alignment, structures, environmental regulations. His broad experience in construction supervision, design coordination, and maintenance of traffic uniquely position him for success. His current experience on the Tacoma Narrows Bridge design-build project gives him in-depth knowledge of design and construction criteria, which will allow him to expedite job start-up and construction planning. He brings senior level management experience in Maintenance of Traffic with construction staging and phasing plans

#### EXPERIENCE

##### **Construction Manager, Tacoma Narrows Bridge, Tacoma, WA**

A new \$615 million bridge including approach anchorages, caissons, towers and the superstructure.

Reg has responsibility for all field construction operations. He contributed to on-time project delivery requirements, expediting feedback from the field to design team. He made significant contribution to quality performance, constantly monitoring all phases of construction while providing direction for day-to-day performance goals. He supervised the construction of the SR16 expansion, including walls, overpass bridge and toll booth facilities to the complete satisfaction of project management.

##### **Construction Manager, I-15 Reconstruction, Salt Lake City, UT**

A \$1.4-billion design-build project to rebuild 16 miles of highway with 142 bridges, 230 walls, 3 million cubic yards of excavation and placement of more than 1.1 million cubic yards of concrete. The project included Utah's first HOV lanes and installation of a new Automated Traffic Management System.

Reg supervised structures construction for two major segments, three freeway-to-freeway interchanges, retaining walls and sound walls. Reg coordinated multiple aspects of the MOT plan which required 22 traffic switches. Reg also performed design constructability reviews and authored the Project Quality Management program with identified hold points.

##### **Construction Manager, SR 57 Diamond Bar, Los Angeles, CA**

An \$18 million project to add one lane in each direction.

Reg supervised the widening requirements under heavy traffic conditions. The precast box girder bridge was erected in one piece to minimize traffic impact and meet a tight schedule.

**Reg Carson**  
Construction Manager - Structures

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**Construction Manager, San Joaquin Hills Transportation Corridor Tollroad, Orange County, CA**

This \$802 million design-build project included 10 interchanges and consisted of 68 bridges, 725,000 square feet of retaining walls, and 32 million cubic yards of excavation. Unique construction included a voided cell box girder bridge, requiring a pour of the entire box at one time without segmenting construction. The project required mapping and appraisal of more than 100 parcels and incorporating 300 environmental mitigation measures into the design.

Reg supervised the complex falsework operations over I-5 NB & SB, the pile driving on the Crown Valley segment, and the widening of three I-5 bridges in San Juan Capistrano

**Construction Manager, Garden Grove (I-5 @ SR-22 and SR-57) Interchange, Santa Ana, CA**

A \$71 million project to reconstruct and widen I-5/SR-57 and the SR-22 Interchange. Work included the demolition and replacement of a total of 15 bridge structures.

Reg supervised construction widening of the box girder bridges, and piling and foundation work

**Construction Manager, Bonneville Lock & Dam, Cascade Locks, OR**

A \$140 million project to construct a new navigational lock structure with 35 monoliths for the U.S. Army Corps of Engineers. The new lock is 86 feet wide, 675 feet long, and 19 feet deep over the sill. Work included excavating three million cubic yards of common material and 221,000 cubic yards of rock, placing 471,500 cubic yards of embankment, 215,000 cubic yards of concrete, pipes, utilities and roads.

Reg was responsible for the roller compacted concrete walls and construction of the lift turn bridge while building work in the dry.

**Construction Manager, West Seattle Swing-Bridge, Seattle, WA**

Remove and replace an existing bridge with a new swing gate, cast-in-place segmental concrete bridge. The bridge contained 50 segments, 25 per leaf and each leaf had 13 main span and 12 tail span segments with a segment height of 22 feet.

Reg supervised construction of the bridge pier and swing bridge with precast bridge approaches on this project.

**Construction Manager, I-405 Tukwila Widening, Tukwila, WA**

A \$38 million project to widen I-405 from SR167 to I-5. The project involved widening 7 bridges, filling the median on 4 bridges, rebuilding two bridges and removing and replacing traffic barriers on all bridges. The project was accomplished in 13 stages to maintain vehicle access.

Reg supervised all widening work under live traffic.

## Jay Knez

### Construction Manager - Paving

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#### Current Role

Job Sponsor

#### Education

Bachelor of Science in  
Construction Management,  
Southwest Missouri

#### Years of Experience

25

#### References

Frank Hayes  
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Gary Evans  
Assistant Operations  
Director  
Oklahoma Department of  
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#### OVERVIEW

Jay has over 22 years experience and has been assigned as the Principal-in-Charge/Project manager on five of Kiewit's major airfield projects in Texas and the Southeastern U.S. Most recently Jay was a Project Manager for the busiest airport in the world; Atlanta's Hartsfield-Jackson International Airport. Jay has invaluable knowledge from overseeing highway pavement projects in Texas and Louisiana. His experience on highway projects ranging from \$3 million to \$40 million for the LaDOT proved that he could succeed in completing numerous concrete pavement projects. Jay has the background of managing multiple projects totaling \$132 million at the DFW airport including: Taxiway C Extension, valued at \$2.5 million; Taxiway K Repairs; Taxiway WK, valued at \$4.5 million. His understanding of the industry is evident from a wide range of project experience dealing with design-build projects.

#### EXPERIENCE

##### **Project Manager, Atlanta 8R Runway, Atlanta, GA**

Responsible for overseeing the schedule, coordination meetings between owners, project management, and the field superintendents/operations of the \$91 million reconstruction of the runway at Atlanta's Hartsfield-Jackson International Airport. Placed ~150,000 cy's in less than 60 days. The project had to be completed in less than 90 calendar days. The fast track work required constant management and supervision by Jaya all while under heavy airfield traffic. A new electrical lighting system was incrementally installed for the new taxiways, while crews were required to maintain the existing airfield lighting. Surfacing for the new runways and taxiway consisted of 22-in.-thick, up to 30-in-thick slip-formed concrete paving.

##### **Project Manager, DFW Taxiway K, Dallas, TX**

Taxiway K is a major artery for aircraft movements in-and-out of the Dallas/Fort Worth (DFW) Airport terminal's east side. The \$2.2 million taxiway was reconstructed by saw-cutting the existing concrete into manageable-size slabs. Because of the critical schedule, work was scheduled around-the-clock, six days per week.

##### **Project Manager, Asphalt and Highway Projects, TxDOT**

In charge of coordinating projects involving transportation in the state of Texas while working for TxDOT for over two years (1998-2000). Overall, worked on eight Interstate Highway concrete and asphalt highway projects valued at over \$39 million for the Texas Department of Transportation.

**Jay Knez****Construction Manager - Paving**

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**Project Manager, Interstate I-75 Reconstruction, GaDOT**

Gained valuable knowledge pertaining to Interstate construction and development while managing the \$18 million, six mile reconstruction of I-75 near Atlanta, GA. Work included 32,000 cubic yard of concrete pavement.

**Project Manager, DFW Runway 17R Extension, Dallas, TX**

Key supervisor for the Installation of 120,000 cu. yd. 17-in. to 21-in. concrete; 389,000 cu. yd. excavation/embankment; 323,000 cu. yd. 9-in. lime sub-grade; and 9-in. CTB. Over a 13-year period. The DFW 17R extension project was a great example of quality management over a longer time period.

**Project Manager, Interstate-229 reconstruction, SdDOT**

\$32 million design-build reconstruction of I-229 near Sioux Falls South Dakota. Project included 102,471 cubic yards of concrete pavement. The Interstate-229 reconstruction was another project incorporating large quantities of concrete.

## David G. Williams, P.E.

### Professional Services Quality Control Manager

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#### Current Role

Senior Engineering  
Manager

#### Education

B.S., Civil Engineering,  
University of Wisconsin –  
Platteville, 1983

#### Years of Experience

24

#### Professional Registration

Professional Engineer:  
Texas, 1997 (82562);  
California, 1990 (46346);  
Florida, 2007 (66633);  
Illinois, 1996 (062-049893);  
Iowa, 1992 (12347);  
Wisconsin, 1988 (25877)

#### References

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*(continued on next page)*

#### OVERVIEW

David provides leadership for complex, large-scale projects throughout the U.S. for Parsons Brinckerhoff. He provides leadership, technical planning and design skills to successfully deliver multi-discipline assignments that require a high level of responsiveness. He develops work plans and schedules and monitors progress against budget and work plan milestones. He has developed contract documents, engineering agreements, engineer estimates of probable construction cost, monthly progress reports, invoicing and has established a proven and reliable track record in meeting budgets and meeting project milestones. He has managed programs involving planning/environmental, route studies, design schematics, preliminary and final PS&E design. Prior to joining PB, David provided leadership and management of multi-million dollar transportation infrastructure projects. David's broad range of experience and project knowledge enables him to ensure that quality assurance processes and programs meet TxDOT's and FHWA requirements

#### EXPERIENCE

##### **Deputy Project Manager, Trans-Texas Corridor (TTC-35) Program Management, Texas Turnpike Authority, TX**

David led a multi-discipline team in procurement, environmental, systems planning, design, and project controls. The TTC-35 Comprehensive Development Agreement (CDA) was the first Public-Private Partnership (Strategic Partnership) agreement in Texas. David managed the development and oversaw industry review meetings, PQS, ITP, RFDP evaluation and selection process. He was involved defining the initial Scope of Work for the CDA, which included managing the Cintra-Zachry team in the preparation of the Master Development Plan (MDP) and Master Financial Plan (MFP). He also participated in the early development of the SH 130 Segments 5 and 6 Facility Concession Agreement between TxDOT and Cintra-Zachry.

##### **Strategic Project Advisor, IH 635 Managed Lanes Project (LBJ Freeway) Procurement Engineer/Program Manager, Dallas, TX**

David served as advisor for the preparation of the RFP including the Concession Agreement, ITP, Tolling Regulations and Performance Specifications. The West Section Procurement Engineer/ Program Manager assisted TxDOT in two key areas: Procurement of the Comprehensive Development Agreement (CDA) Team (Public-Private Partnership) and Program Oversight and Management of the CDA. Efforts involved solicitation documents, evaluation of a CDA team, a Public Information/Involvement Program, Risk Assessment Analysis and assisting with agency and third-party coordination.

**David G. Williams, P.E.**  
Professional Services Quality Control Manager

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Alternative Funding  
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**Project Manager, Development of Public Private Partnerships (P3) Initiatives- Florida Department of Transportation – Central Office Project Management Section, Orlando, FL**

David assisted the Central Office Project Management Section with developing P3 Initiatives that include Instructions to Proposers (ITP), Alternative Technical Concepts (ATC) and tolling rate framework, scoring and evaluation methodology, maintenance requirements, handback requirements, technical requirements with respect to Electronic Toll Collection System (ETCS), CEI scope of services as is relates to oversight of the Concession Agreement. He also developed guidelines for estimating stipend amounts for P3 projects.

**Task Leader, Oregon Innovative Partnership Program (OIPP) Program Management Services, Statewide, OR**

David was part of the program management team to develop the performance specifications as part of the Concession Agreement for the Oregon Innovative Partnership Program (OIPP). The State of Oregon created the OIPP in 2003 with the responsibility to develop transportation projects for solicitation of private sector proposals for partnership and to respond to proposals initiated by private firms and units of government. David also assisted in the implementation of an OIPP Program Management Plan, development and implementation of P3 procurement processes, establishing project selection criteria and will assist in the proposal evaluation and negotiations.

**Task Leader, On-Call Procurement Engineer, Texas Turnpike Authority, Austin, TX**

David was responsible for the development of procurement documents. He assisted in the development of procurement documents for SH 121, a 26-mile toll road concession project in North Texas. This involved development of the RFP, including technical provisions, preliminary engineering schematics, and coordination with legal and financial documents. He also assisted in developing and maintaining the Master Schedule for all procurement projects for the Texas Transportation Authority.

**Project Manager, IH 35 Reconstruction Project, TxDOT Waco District, Temple/Belton, TX**

A \$600 million 14-mile controlled-access multilane divided facility. Due to the restrictive right-of-way throughout the corridor, extensive public involvement and agency coordination minimized impacts and provided required capacity along IH 35 corridor. Reconstruction included 8 lanes through Temple and 10 lanes through Belton. Interchange configurations, retaining wall layouts and cross sections were developed. Over 28 miles of frontage road design and turnarounds were provided at BNSF Railroad crossings. Frontage road systems were converted from discontinuous frontage roads to one-way three-lane continuous frontage roads. Several

**David G. Williams, P.E.**  
Professional Services Quality Control Manager

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areas along the corridor required raising the mainlanes and frontage roads out of the 25-year floodplain, which created impacts to existing access and extensive retaining wall design. Several multi-level interchanges were designed along the IH-35 corridor including locations at US 190, Loop 363 South, FM 2305/SH 36, and Loop 363 N. Design Schematics and the EA were prepared in accordance with TxDOT criteria and reviewed for approval by the Interstate 35 Project Office and the Waco District. David led the reconstruction consisting of a detailed alternatives analysis process, preparation of an Environmental Assessment (EA) leading to a FONSI, environmental documentation and schematic design for the expansion/reconstruction of IH-35 mainlanes and frontage roads in Temple and Belton. David managed two public meetings, a public hearing, addressed stakeholder issues and managed the technical advisory committee (TAC). Stakeholders included officials from Belton, Temple, Bell County and FEMA. He directed and managed multi-discipline staffing and seven subconsultants for traffic simulation, environmental documentation, aerial mapping, value engineering, surveying, 3D Modeling, and subsurface utility engineering (S.U.E.) He negotiated all scopes, fee proposals, and supplemental agreements with the owner and subconsultants. David maintained the schedules and tracked progress using earned value.

## Mark Brown, P.E.

### Construction Quality Control Manager

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#### Current Role

Quality Assurance Manager

#### Education

B.S., Civil Engineering,  
Texas A&M University

#### Years of Experience

36

#### Professional Engineer

Texas # 66032, 1989

#### References

Dennis Warren

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Texas Concrete Paving  
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Mr. David Casteel, P.E.

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Mr. David Kopp, P.E.

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Texas Department of

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San Antonio District

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#### OVERVIEW

Mark joined Zachry in 1992 and has 36 years of industry experience, specializing in quality control and quality assurance for heavy/highway projects. He is responsible for implementing project quality control and quality assurance and manages quality assurance process and programs. He performs quality audits to ensure construction meets owner specifications. This also involves ensuring that testing is performed according to applicable. He manages plant and jobsite quality control managers, engineers and technicians. He has managed materials engineering operations, including construction materials, geotechnical and environmental engineering and testing for consulting firms.

#### EXPERIENCE

##### **Quality Assurance Manager, Corporate Headquarters, San Antonio, TX**

Mark is responsible for quality assurance/quality control, estimating and proposal assistance, construction material source identification and verification, quality and production for concrete paving operations, coordination with preconstruction planning process, professional development of quality control and plant personnel, and presentation of Zachry at professional and technical organizations.

##### **Quality Assurance/Quality Control Engineer, Corporate Headquarters, San Antonio, TX**

Mark provided technical coordination, procurement of construction materials and equipment, set-up and operation of a Warranty Information Management System for 600+ unit equipment fleet and coordination of vendor and field repair. As Equipment Supervisor, he was responsible for aggregate processing equipment, concrete, hot mix asphalt and pugmill mixing plants. He provided technical assistance to project management for plant selection and operations, reviewed plant usage and maintenance history for improved production, scheduling and staffing and preparation of environmental compliance plans.

##### **Warranty Coordinator, Corporate Headquarters, San Antonio, TX**

Mark set up a Warranty Information Management System for 6000+ unit equipment fleet for the equipment department, coordination of vendor and field repair activities involving warranty items and policy adjustments.

##### **Equipment Supervisor, Corporate Headquarters, San Antonio, TX**

Mark was jointly responsible for aggregate processing equipment and mixing plants. He provided assistance for plant selection and operations, plant usage and maintenance history to improve production, scheduling and staffing, supervision of plant operations and major repair activities, coordination with vendors and manufacturers for new equipment developments and modifications, preparation of environmental compliance plans. He was responsible for widening of a freeway from west of

**Mark Brown, P.E.**  
Construction Quality Control Manager

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S. Kirkwood to Harris County Line. The work consisted of grading, cement stabilized base, concrete pavement, retaining walls, bridges, storm drain, signing, pavement markings, lighting, traffic signals and CTMS. The bridges were long span (130 feet) TY IV girders constructed in three phases. Since the center phase was last, 300-ton cranes were used to set these beams in place.

**Tom Ross****Build-Maintain Coordinator / Maintenance Manager****Current Role**

Project Superintendent

**Education**

Construction Estimating &amp; Management, Tulsa Junior College

**Years of Experience**

36

**References**

Rick Clarke

Project Director

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North Metro Coordinator

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[Charles.culick@RTD-](mailto:Charles.culick@RTD-fastracks.com)[fastracks.com](mailto:Charles.culick@RTD-fastracks.com)**OVERVIEW**

Tom joined Kiewit in 1993 and has 36 years of transportation and heavy-civil experience. Significant is Tom's experience on the five-year, \$1.3 billion T-REX project in Denver. Upon completion, he managed the warranty work and responded to inspections and repair of pavement, structures, and light rail. His background includes earthwork, grading, utilities, and asphalt and concrete paving. Work featured new construction, new alignment and rehabilitation of interstate highways, bridges and interchanges, often under aggressive schedules. Tom's goal is to establish a solid working relationship with clients and inspecting agencies to eliminate construction issues before they arise. Many projects have stringent construction and testing procedures that must be met while maintaining production, meeting schedule and maintaining quality goals.

**EXPERIENCE****Maintenance Manager/Grading Superintendent, T-REX, Denver, CO**

A Kiewit-led \$1.3 billion design-build fast-track project to expand 17 mi. of interstate highway and construct a new 19-mi. double-track light rail line with 13 stations. The project included 61 bridges, 14 LRT bridges, 3 LRT tunnels, 800 utility relocations, 200 new power feeds, and \$40 million in drainage structures and pipeline.

Tom provided maintenance and repair services during the warranty period. During construction, he was responsible for phasing, planning and managing earthwork to reconstruct, widen and overlay I-25 for 12 mi., including the I-25/I-225 Interchange. He managed grading of the new light rail track. He coordinated civil work with other disciplines, including wall, paving, bridge, grading and drainage. Tom supervised up to 100 people.

**Field Superintendent, I-25/I-40 Interchange, Albuquerque, NM**

A \$221 million contract to reconstruct and expand two miles of highway and construct 55 bridges. Items of work included 1 million cu. yd. of earthwork, 4 mi. of sound wall, 111 lane-mi. of paving, 16 mi. of bridge beams, 154 mi. of conduit, 29 mi. of concrete barrier wall, 4 mi. of drilled shafts, 7.5 million lb. of rebar, 5 million lb. of structural steel and 70 mi. of utility work.

Tom supervised construction of three cast-in-place concrete bridges including formwork and concrete for footings, columns and caps.

**Field Superintendent, I-15 Reconstruction, Salt Lake City, UT**

This \$1.4 billion design-build project consisted of demolishing, designing and rebuilding a 16-mile stretch of freeway with 142 bridges over 4-1/2 years. The team completed the job months ahead of schedule.

Tom supervised \$100 million of work totaling 1 million sq. yd. of paving with three mainline paving crews, three batch plants, and three maintenance repair crews. Batch plants produced up to 300,000 cu. yd of concrete to meet an aggressive paving schedule.

## Anthony Crockett

### Maintenance QC Manager

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#### Current Role

Quality Manager

#### Education

B.S., Mechanical  
Engineering Technology,  
Weber State University

B.S., Math/Physics/  
Computer Science  
Composite, Weber State  
University

#### Years of Experience

14

#### Certifications:

ICBO: Reinforced Concrete  
Special Inspector

ICBO: Structural Masonry  
Special  
Inspector

ICBO: Spray Applied  
Fireproofing

Special Inspector

NICET: Construction  
Materials

Testing Concrete Level 3

NICET: Construction  
Materials

Testing Asphalt Level 3

NICET: Construction  
Materials

Testing Soils Level 3

NTS: Nuclear Testing

#### References

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Project Manager  
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Group  
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CO 80202  
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del.walker@parsons.com

#### OVERVIEW

Anthony joined Kiewit in 1997 and brings 14 years experience in quality control. He manages the quality assurance process and programs, and performs quality program audits and testing that meets or exceeds the specifications and applicable standards. On the T-REX project, a Mobile Information Collection System was implemented. The interactive web-based Quality Management System used wireless data collection and internet document control systems to provide efficient control of quality records and inspection and testing documentation. Construction inspectors captured their inspection and test information electronically on PDAs. These reports and checklists were downloaded directly into the project document control system. Since these reports remained electronic, all test data could be searched, sorted, categorized or compared within the system. Information was added on a continual basis, and trends and leading indicators were analyzed for continual quality improvement. Anthony brings this T-REX experience to ensure that the project meets capital maintenance requirements. Anthony brings a focus in establishing a partnering process to keep the client informed of progress. Anthony will manage the quality assurance team and supervise independent testing.

#### EXPERIENCE

##### QA Engineer/QA Manager, Transportation Expansion (T-REX), Denver, CO

A Kiewit-led \$1.3 billion design-build fast-track project to expand 17 mi. of interstate highway and construct a new 19-mi. double-track light rail line with 13 stations. The project included 61 bridges, 14 LRT bridges, 3 LRT tunnels, 800 utility relocations, 200 new power feeds, and \$40 million in drainage structures and pipeline.

Anthony developed the construction quality management plan, supervising 12 people. He then managed the quality assurance team of up to 55 certified inspectors and technicians, as well as independent testing agencies for structural steel girder fabrication, post-caisson construction testing, elevators, and specialized lab testing.

##### QC Manager, I-25 / I-40 Interchange, Albuquerque, NM

A \$221 million contract to reconstruct and expand two miles of highway and construct 55 bridges. Work included 1 million cu. yd. of earthwork, 4 miles of sound wall, 111 lane-miles of paving, 16 miles of bridge beams, 154 miles of conduit, 29 miles of concrete walls, 4 miles of drilled shafts, 7.5 million pounds of rebar, 5 million pounds of structural steel and 70 miles of utility work.

Anthony managed activities of the QC subcontractor to ensure that the program met federal, state and Kiewit quality standards. He performed field inspections of precast and cast-in-place bridge segments.

**Anthony Crockett**  
Maintenance QC Manager

---

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North Metro Coordinator  
Manager  
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fastracks.com

**QC Manager/Office Engineer, I-15 Corridor Reconstruction, Salt Lake City, UT**

A \$1.4 billion reconstruction project to widen the freeway to six lanes in each direction, including HOV lanes and 142 bridges. More than 100 engineers, inspectors and testing technicians continuously reviewed the work. A quality assurance team staffed by the project's designers made sure that quality standards were met or exceeded. To further expedite soil sampling and material testing, the construction team established a full-service, onsite laboratory. UDOT delegated a large share of the responsibility for quality to the design-build team on this project. Anthony was part of team to manage the QC of downtown bridge and wall structures. He developed standard testing inspection documentation to meet UDOT specifications.

## John Rutkauskas

### Environmental Compliance Manager

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#### Current Role

District Environmental  
Manager

#### Education

B.Science., Geology,  
Stephen F. Austin  
University

**Years of Experience**  
27

#### References

Les Cole, Department  
Manager, ENSR  
Consulting, 2200 10<sup>th</sup>  
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David Denardo, Systems  
Sales Specialist, IBM  
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#### OVERVIEW

As District Environmental Manager for Kiewit Texas with 27 years of experience, John is responsible for developing environmental plans that meet federal, state and local compliance requirements. With over 15 years of experience in environmental management, John has experience with Stormwater Pollution Prevention Plans (SWPPP), Spill Prevention Control and Counter Measure (SPCC) Plans, Industrial Due Diligence and Phase II Subsurface Investigations, EPCRA SARA Title III Tier Two and Toxic Release Inventory Form "R" Reports, RCRA Hazardous Waste Management and Training, Source Reduction/Waste Minimization Plans and Environmental Compliance Audits. John brings extensive experience in developing and managing environmental compliance program, as well as managing and conducting Environmental Health and Safety Audits and Environmental Site Assessments to ensure that this project meets environmental compliance.

#### EXPERIENCE

##### **Senior Environmental Compliance Specialist, ENSR International**

John developed regulatory compliance agenda through initiation of projects including; EPCRA SARA Title III Tier Two and Toxic Release Inventory Form "R" Reports, RCRA Hazardous Waste Management and Training, Source Reduction/Waste Minimization Plans, (SPCC), Air Permits, Industrial Due Diligence and Phase II Subsurface Investigations, Machine Specific Lockout/Tagout, Indoor Air Quality Studies and Hazard Communication Training. He provided Environmental Compliance Management Support Services for FedEx, BNSF Railroad, General Motors and British Petroleum, Southern Union Oil Company and Siemens/USFilter.

##### **Environmental, Health and Safety Manager, Kip Prah Associates**

John coordinated Environmental, Health and Safety programs for new automobile dealerships in north Texas. Duties included reviewing hazardous waste management practices, recommending corrective action and establishing a recordkeeping system to track and account for facility waste streams. He inventoried hazardous chemicals, developed written safety programs and established and directed dealership safety committees. Also, he implemented safety audits to achieve federal and state compliance objectives and documented corrective actions.

##### **Senior Regulatory Specialist, Vanguard Environmental, Incorporated**

John established a wide client base by providing excellent service and business solutions through customer-oriented solutions and strong leadership. He managed, advised and monitored the environmental compliance affairs and regulatory issues for more than 50 manufacturing companies in north Texas with a meticulous compliance record.

## Steve Evans

### Right-of-Way Manager

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#### Current Role

Right-of-Way Specialist

#### Education

Sam Houston State  
University

#### Real Estate Licence

0585477

#### Years of Experience

29

#### References

Travis Henderson  
Right of Way Administrator  
TxDOT Dallas District  
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#### OVERVIEW.

Steve Evans joined the ORC Team in 2007, after nearly 29 years with Texas Department of Transportation, Lufkin District ROW Office. In 1983, Steve became the Assistant ROW Administrator, and, during that time, he had the opportunity to manage/supervise employees assigned to the right-of-way office. In 2000, Mr. Evans became the ROW Administrator in the Lufkin District, and he served in that capacity until joining the O.R.Colan (ORC) Project Team assigned to the on-going SH 130 Project.

#### EXPERIENCE

##### Texas - SH-130 Turnpike Project, Austin, TX

ORC's role is to acquire 600 parcels for this 90-mile design-build toll road, the state's first highway to be developed under a Comprehensive Development Agreement, allowing the work of property acquisition, design and construction to be undertaken simultaneously.

##### Prior Relevant Experience

##### Texas Department of Transportation

- Monitored the acquisition and reimbursed the local public agencies (LPA) their share of the right-of-way costs on projects that were 90/10 projects.
- Actively involved in the appraisal, negotiation, relocation, eminent domain, utility, and property management segments of the right-of-way acquisition acquiring well over 1,000 parcels of land.
- Considerable knowledge of all policies and rules relating to these functions: Appraisal, Title, Relocation Assistance, Utility Accommodation.
- Worked with the Local Public Agencies on contracts to acquire right-of-way on projects. Also administered contracts with appraisers and technical experts in the appraisal process of right-of-way projects. Prepared and administered leases of surplus right of way in the Lufkin District.
- Assisted the Attorney General's office in eminent domain cases associated with right-of-way projects in the Lufkin District for 20+ years.
- Associated with the TxDOT relocation program since 1978 and worked on approximately 80 right-of-way projects involving the relocation process.
- Interpreted engineering drawings; responsible for proofreading right-of-way maps and field note descriptions.
- Assisted in issuing utility permits; assisted utility companies in securing permits allowing their lines onto State right-of-way due to highway right of way projects.

## John Schulte

### Utility Manager

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#### Current Role

Principal, CSJ Engineering Associates

#### Education

B.S., Civil Engineering  
Florida International University

A.A., Palm Beach Community College

#### Years of Experience

25

#### References

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Commissioners, Pcnt. 3  
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#### OVERVIEW

John has over 25 years experience in construction and engineering including: land development, highway construction, paving, grading, drainage, water and sewer, utility relocation, utility coordination and design, project estimating, field and office management, right-of-way acquisition support, engineering reports, cost estimates, and preparation of court exhibits for attorney/client meetings in eminent domain proceedings.

#### EXPERIENCE

##### Senior Utility Coordinator, Spur 601, El Paso, TX

This \$367 million project includes a 7.4-mile mobility connection and a 6,000-foot-long bridge. Design is expected to be completed in one year with completion in three years. The project progresses through an underdeveloped area north of and along Founders/Walter Jones Boulevard.

##### Senior Utility Coordinator, SH1 30, Georgetown/Sequin, TX,

This \$1.4 billion project extends 93 miles begins at SH 35 in Georgetown and terminates in Sequin at I-10. The project involves design and construction of a 10-lane highway with toll plazas, interchanges, entrance and exit ramps, and overhead light rail system impacting with 70 utility owners. John was responsible for utility coordination, subsurface utility engineering (SUE) coordination, utility relocation design and plan preparation. He interacted with TxDOT, TTA and other team members for utility conflict identification and resolution, utility adjustment schedules, utility cost estimates, utility contract preparation and evaluation, utility permitting, construction field inspections, right-of-way acquisition, specifications, and office and field personnel management.

##### Senior Utility Coordinator, SH 45 SE Proposal, Austin, TX

This \$220 million design-build project extends 6.2 miles-long and involves design and construction of six main lanes in each direction with right-of-way provisions for future roadway widening. The design includes toll plazas, interchanges, ramps, and a light rail system. John was responsible for the proposal effort for utility identification and conflict resolutions, coordination meetings with utility owners, proposed utility relocation design, utility adjustment schedules, utility agreements evaluation, personnel and staffing requirements, reviewing TxDOT UAP, FHWA requirements, and other applicable design criteria.

##### Project Manager, Williamson County Road Bond Program, TX

This Subsurface Utility Engineering (SUE) project included 17 utilities using non-destructive surface geophysical prospecting methods and vacuum excavation to aid in the design of the reconstruction of CR 200, CR 214, and CR 300. Responsibilities included utility coordination with utility companies to determine conflicts, relocation plans, and schedules. He designed water line relocations and conflict analysis with the proposed county roads.

## Hunter Sydnor

### Public Relations Manager

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**Current Role**  
Public Information Officer

**Education**  
B.A. 1984, Sociology,  
Randolph-Macon Woman's  
College

**Years of Experience**  
20

**References**  
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Public Relations Officer  
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80112  
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#### OVERVIEW

Hunter is a community liaison and communications professional with progressive experience in community relations, government relations, strategic policy, media relations, crisis communication, issues management, public relations, and public information. She collaborates with client and contractor senior management teams to anticipate and respond to stakeholder concerns; develop and implement communication plans to ensure effective information dissemination to keep the public informed of project development; respond to public inquiries; and participate in community outreach activities.

#### EXPERIENCE

##### **Community Relations Manager, I-25 T-REX, Denver, CO**

This \$1.3 billion project was the largest transportation contract in Colorado history. Designed and built by a Kiewit-led joint venture, this landmark project included improvements to 17 miles of I-25 and I-225 and construction of 19 miles of light rail transit lines.

- Served as principal contact for stakeholders, including elected officials, residents, business owners, commuters and emergency response teams.
- Worked with Colorado Department of Transportation and Regional Transportation District to determine issues with political impacts and strategize ways to reduce and/or eliminate the impact.
- Developed communication plans, conducted public meetings and organized special events.
- Resolved difficult and sensitive stakeholder complaints/inquiries.
- Implemented stakeholder surveys to evaluate message effectiveness.
- Served as contractor spokesperson with media; and developed long-term and short-term messaging strategies to meet communication objectives.
- Created the crisis communications program, including training.
- Performed database management and administrative reporting.

##### **Transportation and Public Relations Manager, Southeast Business Partnership, Englewood, CO**

This economic development organization is a leader in transportation funding and project development to ensure ease of mobility in its boundaries. Over 150,000 people work in the Southeast Denver Urban Corridor.

- Developed Transportation Demand Management (TDM) Marketing Plan and Public Outreach Plan for the South I-25 Urban Corridor.
- Established relationships with local jurisdiction leaders and staff to communicate the completion of the T-REX project and ongoing transportation items.
- Provided strategic Communications and Public Relations Plan.

**Rachel R. Hayden, P.E.**

Independent Professional Services Quality Review Manager

**Current Role**

President/Owner, Hayden  
Consultants, Inc.

**Education**

B.S., Civil Engineering,  
Texas A&M University

**Years of Experience**

18

**References**

Wesley McClure, P.E.  
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**OVERVIEW**

Rachel has 18 years of experience in the transportation industry focused on design and management of freeways and complex highways, urban streets, and drainage design. Rachel has applied her skills and experience to large, multi-discipline projects including projects with the Texas Department of Transportation, regional municipalities, and Dallas Area Rapid Transit.

**EXPERIENCE****Project Principal and QA/QC Manager, IH 35 Widening and Reconstruction, PGBT to Hebron Parkway, Lewisville, TX**

Rachel provided QA/QC and design oversight for widening IH 35 from a six-lane divided highway to a ten-lane divided highway. The scope included updating existing hydrology for Timber Creek bridge and bypass structure to determine ultimate discharges. The ultimate discharges were used to update the existing HEC-RAS model. The scope included drainage design for five primary cross culverts, along with hydrology and hydraulic analysis report including cost estimates for the drainage improvements.

**Project Principal, IH 635 Managed Lanes Project, Dallas, TX**

Rachel provided support of TxDOT's procurement of a developer to design, build, operate and maintain a managed lane along the IH 635 corridor from IH 30 west to the IH 35E interchange. The scope included drafting a technical provision defining the scope of work for utility adjustments and associated agreements. Since this is the one of the first design, build, operate and maintain projects in the region, efforts to draft the provision required close coordination with attorneys drafting the comprehensive development agreement, TxDOT utility engineering staff and utility owners. The scope also included draft technical provisions defining the scope of the environmental requirements for the developer.

**Project Principal and QA/QC Manager, IH 20 Frontage Road Reconstruction, Weatherford, TX**

This hydrologic/hydraulic design and storm water pollution prevention plans project for the IH 20 frontage road reconstruction at FM 5 and Ranch House Road included rehabilitation and widening of the frontage roads at each of the two intersections. Proposed roadway section includes curb and gutter section with closed storm drain system in areas where there is insufficient right of way for open ditch drainage. Responsible for runoff calculation and drainage area maps, design of culverts and storm sewer systems, and storm water pollution prevention plans for the project.

**Project Principal / QA/QC Manager , IH 35 Widening, Loop 288 to US 380, Denton, TX**

Rachel was responsible for schematic design of proposed drainage improvements for the widening of five miles of IH 35E from six to ten lanes. She was responsible for preparation of the Drainage Report, which included

**Rachel R. Hayden, P.E.**Independent Professional Services Quality Review Manager

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analysis and recommendations of existing channels and culverts within the project limits. She provided estimates of proposed drainage quantities and construction cost estimates for recommended drainage improvements.

**Project Principal and QA/QC Manager, SH 5 Bridge Replacement over East Fork of the Trinity River, Collin County, TX**

Rachel provided QA/QC and design oversight of a complex hydrology and hydraulic study for four bridges over the East Fork of the Trinity River for widening SH 5 from two to four lanes. The scope included delineating drainage areas and computing peak discharges using stream gage data, FEMA studies and HEC-RAS. The project also included a proposed hydraulic design to eliminate one of the four bridges for a final design of three bridges (one main channel bridge and two relief structures).

**Project Principal and QA/QC Manager, FM 660 Safety Improvements from IH 45 to Red Oak Creek, Ellis County, TX**

Rachel provided design oversight for full PS&E documents for 6 miles of two-lane rural highway safety enhancements. Scope included widening the roadway to provide shoulders; adding bridge rails and guard rails; adding safety end treatments for parallel and cross culverts. The project included bridge rail retrofit details, culvert layouts and BCS sheets, detailed traffic control and SW3P plans. Work was completed on an accelerated schedule to meet the District's preferred letting date.

**Project Principal / QA/QC Manager, SH 289, Collin County, TX**

Rachel provided QA/QC for the design schematic to widen 4.75 miles of rural roadway from two lanes to four lanes. The design schematic included route studies, hydrology and hydraulic analysis for existing cross drainage features, determination of ROW requirements, preliminary earthwork requirements, construction sequencing and an opinion of probable cost.

**Project Principal / QA/QC Manager, Off-System Bridge Replacement - Pleasant Run Road at Bee Branch, Dallas County, TX**

Rachel oversaw the hydrologic and hydraulic analysis to determine the size and location of major cross features for the schematic design to widen approximately eight miles of two lane highway to four lanes divided. The analysis was performed with CULVERT and HEC-RAS software in accordance with the TxDOT Hydraulic Manual.

**Project Principal / QA/QC Manager, SH 121 Widening from SH 5 to Bonham, Collin and Fannin County, TX**

Rachel managed the hydrology and hydraulic study for five major bridge crossings and 35 major cross culverts for the widening of 25 miles of SH 121 from two to four lanes. She delineated drainage areas and computed peak discharges using the rational method and regression hydrology method. Hydraulic design was conducted for these crossings using HEC-RAS for bridge locations and THYSYS for culvert locations.

**Rachel R. Hayden, P.E.**Independent Professional Services Quality Review Manager

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**Project Manager, US 259 Rehabilitation, Kilgore, TX**

Rachel led the drainage design for 2 miles of five-lane urban highway rehabilitation. She prepared drainage area maps, calculated runoff, and determined inlet sizes and spacing. She updated inlet design with new "c" values based on current land uses, and calculated runoff for 5-year storm versus original design of two-year storm. She prepared the drainage plan and profile sheets with proposed inlets and retrofit inlets and provided inlet adjustment details. She also prepared the SW3P.

**Project Principal / QA/QC Manager, US 277 Widening, Knox County, TX**

Rachel was responsible for drainage design of 11 miles of rural highway widening from two to four lanes. She prepared drainage area maps, calculated runoff, sized culverts (cross drainage and parallel drainage), and designed urban systems within the city limits of Munday. She used HEC-RAS for hydraulic model of Lake Creek and provided Hydraulic Analysis Report with recommendations for bridge layout and grading of channel between the proposed bridges. Provided scour design and report analyzing potential scour at the proposed Lake Creek bridges.

**Project Engineer, IH 410, Jackson Keller to Honeysuckle, San Antonio, TX**

With a previous employer, Rachel worked on the design of construction sequencing and traffic control plans for the reconstruction and widening of IH 410 from six to ten lanes. She supervised and trained EIT's and CADD designers. She completed complex geometric design of a separated ramp, which featured an elevated exit ramp crossing over an at-grade entrance ramp. The widening through this urban area required the inclusion of retaining walls to avoid substantial right-of-way takes. She designed construction traffic control plans for the mainlanes as well as three major intersections along the frontage roads.

**Robert Arizola, P.E.****Independent Construction Quality Acceptance Manager**

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**Current Role**

Senior Project Manager

**Education**B. S., Chemical  
Engineering, Texas A&M  
University**Years of Experience**

20

**References**J. Timothy Lincoln, P.E.  
Senior Assistant Director  
City of Houston  
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Project Manager, HNTB  
14 Galloping Road  
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msnare@hntb.com**OVERVIEW**

Robert has 20 years experience in the transportation industry. He has served as project manager on transportation projects throughout Houston and Austin for the past 10 years for design-build and bid-build projects. He used TxDOT materials specifications extensively and has in-depth experience with TxDOT transportation quality acceptance testing and inspection procedures. While with ATSER for 15 years, Robert was responsible for Construction Quality Assurance. He managed and provided oversight for QA/QC testing and inspections. The system allowed reporting and resolution of non-compliance issues to be documented and resolved quickly. The use of this system has provided Robert the knowledge and experience to operate electronic data collection and query systems to track, review and approve QA testing and inspection results. He has gained more experience and skill as a CQAM through successes on a wide range of challenging Interstate and paving projects.

**EXPERIENCE****Project Manager, I-183 A Toll road, Austin TX**

A \$165 million project to construct the I-183 Toll Road with stringent quality requirements to accommodate a high volume of motorists. The Owner Verification Testing (OVT) program, requiring extensive design-build experience. In this role, challenges were presented in obtaining 10% sampling of the acceptance program of the Developer. Success in meeting those challenges was achieved by reporting to the Program Manager, HNTB, reviewing acceptance tests and preparing quarterly report's, submitting to the owner and having them regularly reviewed by the FHWA. He resolved differences in the OVT and acceptance test results as well as prepare written reports of findings. He conduct OVT operations in close coordination with the developer's QA work schedule.

**Project Manager, Texas Grand Prix Race Track Overlay, Houston, TX**

A \$4.5 million project to install a specialized racetrack surface. He supervised mix designs using Superpave methods to address the heat and shear stresses for a race track. Advanced asphalt construction methods were used to solve a unique requirement for an overlay under extreme environmental conditions under a compressed schedule. Close coordination between engineer and contractor were required to complete this challenging project.

**Robert J. Schenck, PE**Independent Construction Quality Acceptance Manager

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**Current Role**

Senior Project Manager

**Education**BS in Civil Engineering,  
University of Kentucky**Years of Experience**

20

**OVERVIEW**

Mr. Schenck started with PSI in 1990 and today serves as Vice President for the PSI DFW Metro-plex, offices which provide Construction Materials Engineering and Testing, Geotechnical Services and Environmental Services. He also oversees the Lubbock Special Project providing QC for three wind-power projects in the Texas Panhandle. Mr. Schenck provides technical and management support for the daily operations of the offices and jobsite facilities. Robert has certifications as a Professional Engineer, ACI certified concrete inspector, Concrete Engineer and many other Construction Engineering Regulations. He is a member of ACI, ASCE, AGC and CEC. Robert Schenck has gained valuable experience and skill as a CQAM through successes on a wide variety of demanding transportation and paving projects.

**EXPERIENCE**

Mr. Schenck has supervised Quality Management on many projects including the following projects in the State of Texas.

- **Intercontinental Airport Runway Rehabilitation Project, Houston, TX**
- **Metropolitan Transit Authority: Light Rail Section 2, Houston, TX**
- **TXDOT Road Rehabilitation Projects, Archer/Young Counties, TX**
- **Dallas Area Rapid Transit (DART), Dallas, TX**
- **Teal Parkway, Frisco, TX**
- **Gears Road, Harris County, Houston, TX**

# Other Resumes

## Tom Howell

### Project Start-up Team

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#### Current Role

Area Manager

#### Education

B.S., Civil Engineering,  
Texas Tech University

#### Years of Experience

24

#### References

Larry Warner  
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#### OVERVIEW

Tom has spent his career managing major construction projects in urban settings, where minimizing the public's inconvenience is among the top priorities. He has extensive experience overseeing design and construction operations and working with project owners to ensure adherence to project quality standards. Tom has a goal-oriented management philosophy that focuses on project completion. He quickly reacts to resolve any problem that impedes that goal, regardless of the source of conflict.

#### EXPERIENCE

##### **Project Manager, I-25 T-REX Project, Denver, CO**

This \$1.3 billion project was the largest transportation contract in Colorado history. Designed and built by Southeast Corridor Constructors, a Kiewit-led joint venture, this landmark project included improvements to 17 miles of I-25 and I-225 and construction of 19 miles of light rail transit lines. Managed the contractor's estimate and day-to-day construction operations. He worked closely with project owners to ensure contract obligations were met in a timely, cost-effective manner. Participated in the partnering program and oversaw design and construction, owner relations, budget and schedule control, quality, agency and utility coordination, subcontractor management, and permitting. Participated in the value engineering process, which resulted in a savings of \$11 million.

##### **Downtown Segment Manager, I-15 Reconstruction, Salt Lake City, UT**

This \$1.4 billion design-build project consisted of demolishing, designing and rebuilding a 16-mile stretch of freeway with 142 bridges. The team completed the job months ahead of schedule. Managed day-to-day operations for more than \$300 million of work in a downtown area with challenging geotechnical conditions. He worked closely with the design-build team to address constructability issues, as well as with the Utah Department of Transportation oversight team to meet project goals. Tom managed construction of bridges and retaining walls, grading, drainage, roadway preparation and paving, and the management of utility and electrical subcontractors in an environment that required extensive coordination between the civil and structural teams. The Downtown Segment included reconstruction of 13 mi. of I-15 and I-80 roadway, 46 bridges and over 100,000 sq. ft. of mechanically stabilized earth walls. Tom had significant interaction and coordination with the Union Pacific Railroad.

##### **Area Manager, Kiewit Construction Company, Miami, FL**

Tom managed all day-to-day operations of Kiewit's Florida operations with an annual contract volume exceeding \$100 million and more than 60 supervisors and 200 craft personnel. He performed work for a wide range of clients, including the Florida Department of Transportation.

## Bill Murphy

### Design-Build Executive

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#### Current Role

Executive Vice President,  
Kiewit Texas Construction,  
L.P.

#### Education

B.S., Civil Engineering  
Technology Oregon  
Institute of Technology

A.S., Structural Engineering  
Technology  
Oregon Institute of  
Technology

#### Years of Experience

25

#### OVERVIEW

Bill has 25 years of construction engineering and management experience. As an Executive Vice President for Kiewit Corporation, Bill provides his expertise in planning, management, design and construction for public-private transportation projects. He is a skilled project manager with experience in budget and schedule control, quality assurance and control, agency and utility coordination and permitting. Bill has led the design and construction of several award-winning design-build projects and has received recognitions for his accomplishments. He received the prestigious 2007 Engineering News Record Newsmaker Award presented by McGraw-Hill Publishing and the 2001 Beavers Supervision Award for Outstanding Achievement in Heavy Engineering Construction.

#### EXPERIENCE

##### **Design-Build Oversight Executive Manager, A-25, Montreal, CN**

A \$500 million project to design, build and maintain the reconstructed infrastructure including 7.2 km of new four-lane divided highway and 1,200-meter long bridge with several spans. Kiewit' design and construction activities are ISO 9001 certified. Bill is leading the programmatic design-build processes to facilitate an effective start-up to construct this Greenfield project in the Montreal transportation network.

**Project Manager, I-25 T-Rex, Denver, CO.** This \$1.3 billion project was the largest transportation contract in Colorado history. Designed and built by Southeast Corridor Constructors, a Kiewit-led joint venture, this landmark project included improvements to 17 miles of I-25 and I-225 and construction of 19 miles of light rail transit lines.

##### **Project Manager, I-15 Corridor Reconstruction, Salt Lake City, UT**

This \$1.4-billion design-build project consisted of demolishing, designing and rebuilding a 16-mile stretch of freeway with 142 bridges. The team completed the job months ahead of schedule.

##### **Project Manager, San Joaquin Hills Transportation Corridor, Orange County, CA.**

This project was a Kiewit-led, design-build joint venture project to construct a new \$802 million, 19-mile, six-lane toll road. The work included 80 bridges, 725,000 square feet of retaining wall, 32 million cubic yards of excavation and 11 interchanges. Despite an 18-month environmental delay, the project team opened the road to traffic 3.5 months ahead of schedule.

##### **Project Manager, Garden Grove, Santa Ana, CA**

This \$80 million project for the California Department of Transportation in Santa Ana involved reconstructing and widening the interchange for the I-5 / SR 57 / SR 22 freeways. The scope of services involved demolition and replacement of old bridges with 14 new structures.

**Dan Ryan**  
**Environmental Compliance Start-up Team**

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**Current Role**

Environmental Compliance  
 Manager

**Education**

B.S., Environmental  
 Engineering  
 Cornell University

**Years of Experience**

16

**Training**

OSHA 40-Hour and 8-Hour  
 Hazardous Materials Worker  
 and Supervisor

Colorado Stormwater  
 Erosion Control Supervisor

OSHA 10-Hour Construction  
 Safety, 1999

Stormwater Management  
 and Erosion Control, 1999

Chemistry and Remediation  
 of DNAPL in Soil and  
 Groundwater, US EPA,  
 Boston, MA, 1997

Behavior and Remediation of  
 LNAPL in Soil and  
 Groundwater, US EPA,  
 Boston, MA, 1996

Application of Statistical  
 Methods to Environmental  
 Data, 1993

Groundwater Hydrology and  
 Remediation, Princeton  
 University, 1989

**OVERVIEW**

Dan joined Kiewit in 1998 and brings 16 years experience in the environmental industry. He has managed environmental investigations, underground tank removal/replacement and soil/groundwater cleanup projects. His experience includes permit acquisition, regulatory reporting and documentation, field oversight and permit compliance auditing, internal consulting to construction managers and staff, and management of field environmental staff. Areas managed include NPDES/stormwater, Clean Water Act/Section 404, dredge and fill/wetlands, air quality, threatened and endangered species, waste and hazardous waste disposal, spill prevention and control, groundwater and soil remediation, and asbestos remediation. Duties also include regulatory agency and owner relations. Dan brings an expertise to respond to field issues through extensive environmental knowledge, an ability to develop streamlined ways to meet project requirements and minimize downtime.

**EXPERIENCE**

**Environmental Compliance Manager, I-25 T-REX, Denver, CO.** This \$1.3 billion design-build highway improvement and light rail installation consists of 17 miles of highway reconstruction and installation of 19 miles of light rail, 13 stations and parking structures. Dan provided overall environmental compliance to include permit acquisition, regulatory reporting and documentation, field oversight and permit compliance auditing, consulting to construction managers and staff, and management of field environmental staff. Areas managed include NPDES/stormwater, Clean Water Act/Section 404/dredge and fill/wetlands, air quality, threatened and endangered species, waste and hazardous waste disposal, spill prevention and control, groundwater and soil remediation, and asbestos remediation.

**Environmental Coordinator, Level 3, Nationwide, based in Golden, CO**  
 A \$2.5 billion design-build long haul fiber optic cable of a 16,000-mile network in 40 states. Work included permitting, feasibility studies on alternative routes, perfecting the route through right-of-way agreements, design and installing duct bank and cable. He managed environmental compliance; enforcement of state and federal environmental permits and regulatory requirements; regulatory research; waste identification and classification; and coordination and negotiation with regulatory agencies; consultant oversight. Trained staff to ensure field practices were compliant.

**Engineer and Project Manager, Rocky Mountain Region and Eastern U.S.**  
**Roles and Responsibilities:** For over 10 years managed environmental investigations, underground tank removal/replacement and soil/groundwater cleanup projects. Responsibilities included proposals and reports, regulatory permitting, audits and compliance, construction estimating and budget control, staff supervision and construction management.

## Joe Wingerter

### Project Start-up Team

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**Current Role**

Major Project Development  
Manager, Kiewit  
Development Company

**Education**

B.S., Industrial  
Management, University of  
Wyoming

**Years of Experience**

23

**OVERVIEW**

Joe has over 23 years of construction experience. As Major Project Development Manager, he manages and coordinates the pursuit of mega Design-Build and Public Private Partnership (P3) transportation projects throughout the United States. He manages the interface and coordination with the Kiewit-led design-build team, project owner, concessionaire/developer, other key team members and third party stakeholders for procurement documents/process, financial, operations and maintenance, traffic and revenue, environmental, political and other project development elements.

**EXPERIENCE****Agency Liaison Manager, T-REX Project, Denver, CO**

This \$1.3 billion project was the largest transportation contract in Colorado history. Designed and built by Southeast Corridor Constructors, a Kiewit-led joint venture, this landmark project included improvements to 17 miles of I-25 and I-225 and construction of 19 miles of light rail transit lines. Joe managed the development and implementation of public affairs policy and strategic planning. Facilitated communication and coordination with elected officials at the federal, state, county and local level; including eight municipalities and five counties adjacent to the T-REX Project corridor, representing more than 2 million constituents. Held quarterly reviews with 40-60 of elected officials; facilitated constituency-specific meetings; and conducted one-on-one issues-related meetings as requested by officials. Managed 12-15 individuals and a budget of more than \$10 million. Provided management oversight for a 24/7/365 Incident and Crisis Management Program, the Disadvantaged and Small Business Program, Construction Noise Control Program and Public Information.

**Development Manager, T-REX Project, Denver.** Joe managed pursuit office for the proposal and estimate development effort on the successful award of the T-REX Project to Southeast Corridor Constructors Joint Venture (Kiewit-led JV). He provided management oversight for a staff of 8 people with a \$1 million budget. He served as the primary point of contact through the procurement process with the CDOT/RTD team. He was responsible for internal communication with a Joint Venture Board of Directors represented by executive management and board members from Peter Kiewit Sons Inc., Washington, and the Parsons led team of 100 engineers, estimators, and managers. He conducted 80 external meetings with local agency managers, public officials, community and, business groups.

## Jason Gumm

### Project Engineer

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**Current Role**  
Quality Manager

**Education**  
B. S., Civil Engineering,  
Montana State University

**Years of Experience**  
12

## OVERVIEW

Jason joined Kiewit in 1996 and has 12 years experience. He serves as the District Quality Manager for Kiewit Texas Construction L.P, which performs approximately \$200 million worth of construction each year. Jason implements the Quality Management program, which involves management commitment and understanding, building a strong quality organization, building work right the first time, coordinating owner involvement, and implementing subcontractor and supplier controls. He ensures that projects are built according to the plans and specifications, that testing meets applicable standards, and that testing equipment is calibrated according to use.

## EXPERIENCE

### **Structures Engineer, Northwest Parkway, Broomfield, CO**

A \$195 million design-build project to construct a 9.5-mile, four-lane toll road. Work consisted of 5.5 million cubic yards of earthwork, 350,000 tons of aggregate base course, 190,000 tons of asphalt and 24 bridges. 10,000 feet of precast reinforced concrete box culverts; 450,000 cubic yards of select fill; 450,000 cubic yards of borrow; 230,000 tons of base; 300,000 tons of asphalt, 13,000 feet of drainage pipe, and 2.5 million square yards of finishing. The project was delivered five weeks ahead of schedule and within budget. Jason managed quality, cost control, designer interface; performed estimates; managed subcontractors and submittals; assisted with the safety program and owner relations; prepared progress estimates and monitored the schedule; helped design and prepare falsework and formwork drawings; and managed the structures engineering staff.

### **Project Superintendent, Randall County I-27, Amarillo, TX**

A \$6.8 million roadway improvement project. He managed daily operations, including engineering and craft personnel; cost control, EEO policies, subcontractors, equipment maintenance, safety, owner relations, progress estimates, schedule, public liaison and helped manage concrete plant operations.

### **Project Engineer, Level 3 Fiber Optic Network, Corsicana, TX and Memphis-Nashville, Savannah, TN**

Construction of two city to city segments as part of the 16,000-mile, design-build nationwide fiber optic network installation project completed on a fast-track schedule. Jason managed control system; performed quantity management; managed subcontractors and submittals; assisted with the project safety program; assisted with owner relations; prepared progress estimates; managed the project schedule; managed traffic control; and managed the engineering staff.

## Greg Uyematsu

### Contract Administrator

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**Current Role**

Project Superintendent

**Education**

M.S., Civil Engineering,  
Bradley University

B.S. Manufacturing,  
Bradley University

**Years of Experience**

12

**OVERVIEW**

Greg joined Kiewit in 1996 and has 12 years experience. He is currently assigned as a project superintendent overseeing all structures work on as a Supervisor on projects ranging from the I-25 / I-40 Interchange (Big I), to the I-25 T-REX and Sea-to-Sky Highway. He is proficient with project controls and project administration with extensive experience with subcontractor coordination for design-build projects.

**EXPERIENCE****Project Superintendent, Sea-to-Sky Highway – Segment 4, Highway 99, British Columbia, Canada**

A \$500 million Public-Private Development (P3) project, which consisted of upgrades to add passing lanes and improved sight distances to enhance safety, capacity and reliability. Work involved 65 kilometers of mountain highway improvements between West Vancouver and Whistler that included 46 bridges and over 200 MSE Walls.

**Craft Superintendent, I-25 / I-40 Interchange (Big I),, Albuquerque, NM**

A \$221 million contract to rebuild the freeway interchange of I-25 and I-40. Phased construction operations were managed without disruption to interstate traffic. The project consisted of building 55 bridges in a 24-month period. Of the 55 bridges, 8 were precast segmental and 663 segments to cast.

**Project Superintendent, I-25 T-REX, Denver, CO**

A Kiewit-led \$1.3 billion design-build fast-track project to expand 17 miles of interstate highway and construct a new 19-mile double-track light rail line with 13 stations. The project included 61 bridges, 14 LRT bridges, three LRT tunnels, 800 utility relocations, 200 new power feeds, and \$40 million in drainage structures and pipeline.

**Project Engineer, I-15 Reconstruction Project, Salt Lake City, UT**

A \$1.4 billion project to renovate and reconstruct 16 miles of I-15 freeway through downtown Salt Lake City. Work involved widening the freeway to six lanes in each direction, including HOV lanes, 135 bridges, 190 retaining walls and 41 sound walls; 3 million cubic yards of excavation; and the placement of more than 1.1 million cubic yards of concrete.

**Project Engineer, Cypress/Highway 80 Interchange, Oakland, CA**

A \$120 million project to rebuild the interchange at the Oakland approach to the Bay Bridge in 763 calendar days with a \$50,000/day incentive/disincentive. Work involved primarily bridge work consisting of concrete box girders, flat slabs, steel beams with concrete decks, and a steel box girder bridge.

## Jim Bodi, P.L.S.

### Survey Manager

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#### Current Role

Survey Manager

#### Education

B.S., Forestry (Hydrology)  
Michigan Technology  
University

#### Professional Registrations

Registered Land Surveyor,  
No. 36076, CO, 2003  
No. 2607, OR, 2003  
No. 32449, WA, 2003  
No. SU-054760-E, PA,  
Inactive  
No. 22250, AZ, Inactive

#### Years of Experience

29

#### OVERVIEW

Jim joined Kiewit in 1999 and brings over 29 years industry experience. Surveying and engineering experience including construction surveying and engineering of major transportation and water projects. He has provided project leadership from primary control through construction layout and has experience with all surveying equipment, software and survey systems in managing project surveying requirements. Jim served as a vice president of a consulting firm where he provided leadership of up to 50 employees.

#### EXPERIENCE

##### Survey Manager, T-REX, Denver, CO

A \$1.3 billion design-build fast-track multi-modal project to reconstruct and expand 17 miles of highway from three lanes to four or five lanes in each direction under live traffic. Work included construction of 19 miles of a double-track light rail line with 13 stations and 3 parking garages. It also included 800 utility relocations and \$40 million in drainage work. Jim managed design and construction survey operations. He formulated and developed field procedures to ensure low error rate to assure accuracy of alignment for roads, light trail, walls, embankment, drainage, bridges and right-of-way. Jim developed checks and balance procedures to ensure accuracy of data collected. He supervised audit procedures of survey field work and oversaw activities of up to 12 crews and CADD operations.

##### Assistant Engineering Manager, Level 3 Fiber Optic Network, Denver, CO

A 16,000 mile nationwide design-build fiber optic long-haul network. Work included permitting, feasibility studies on alternative routes, "perfecting" the route through right-of-way agreements, design and installing duct bank and cable, splicing fiber, fiber optic testing, environmental compliance and agency coordination. Jim managed day-to-day activities of the Engineering/CADD group of a subcontracted consulting engineer to map field data collection.

##### Survey Manager, Level 3 Fiber Optic Network, Northeast U.S.

A 16,000-mile nationwide design-build fiber optic long-haul network. Jim provided formulation and implementation of procedures for the data collection and processing to produce a final CADD deliverable for translation into a GIS. Data was collected and processed using a variety of formats, including wheel/chain, laser, GPS and ortho-rectified photogrammetry in urban and rural field conditions on a fast-track schedule.

## Joe Herrera

### IT Manager

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**Current Role**

District IT Manager

**Education**B.S., Computer Science,  
Texas A&M**Years of Experience**

10

**OVERVIEW**

Joe joined Kiewit in 1998 and has 10 years experience. He provides communication and IT services. He ensure prevention of network disasters through daily maintenance of the system, provides network setups, phone system setups, software upgrades and new software implementation. He is responsible for maintenance of computerized cutting machines and access control. He also manages file servers, active directory and exchange server for the District office and projects in the operating area. Joe brings attention to detail and establishing a working relationship with staff to assess and provide appropriate communication and technology support.

**EXPERIENCE**

**District IT Manager, Kiewit District Office, Fort Worth, TX.** Joe is responsible for maintaining the District's computer network and to ensure daily disaster prevention. He provides PC support for over 250 users, which entails active directory maintenance, exchange server email accounts, file server security and permissions. He stays abreast of the latest technology and interfaces with home office IT network managers to ensure project sites maintain corporate standards. Joe provides initial and continuing education to personnel. He provides technology setups for projects, including cabling for network and phone, network setups, phone system setups and wireless setups to meet and maintain corporate standards.

**PC Support, Kiewit Corporation, Omaha, NE.** Joe was assigned to the home office receive additional training for future assignment as a District IT Manager. Responsibilities include management of the work request system, payroll and some server functions.

**Software Specialist, Kiewit Offshore Services, Ingleside, TX.** Joe was responsible for design and implementation of network infrastructure, phone system setup and the yard wireless system. He maintained CNC machines on the network and design and implementation of access control in the yard.

**Head Draftsman, Aker Gulf Marine, Ingleside, Texas.** Joe was a draftsman for an engineering consulting firm who specialized in marine facilities. He produced engineering drawings for proposals, clearance checking and yard layouts.

## Lee Skiles

### Business Manager

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#### Current Role

Assistant District Business Manager

#### Education

Certificate, Computer Programming, ECPI  
Business Administration, Tarkio College

#### Years of Experience

37

#### OVERVIEW

Lee joined Kiewit in 1998 and brings 37 years construction experience. He manages the accounting functions of projects in the Denver District. His experience includes payroll reconciliation, certified payroll, month-end cost reports and monitors accuracy of cost to budget estimate. Lee brings attention to detail and follow-through in managing the accounting function for construction projects from \$1 million to \$1 billion to produce timely and accurate reports. He is proactive in developing his staff and implementing corporate standards.

#### EXPERIENCE

##### **Assistant District Business Manager, Littleton, CO**

Lee manages procurement and ensures field personnel are using national accounts and following the District purchasing plan. He conducts audits for District projects to ensure compliance. Lee trains new hire business managers for field assignment. He assists with the District Operating Report and manages unassigned payroll and miscellaneous projects payroll. Lee is responsible for month-end reports to close out Colorado area projects with an annual volume of \$200 million. He oversees \$8 million of Denver area miscellaneous projects, asphalt yard accounts, overhead and accounts payable overhead, and a \$6 million personnel payroll.

##### **Administrative Manager, Level (3) Program Management, Golden, CO**

A \$3.5 billion design-build project to provide a 16,000-mile coast-to-coast fiber optic communications network. Kiewit served as program manager for construction of the first end-to-end fiber optic network. Work involved route determination, ROW acquisition, design, construction management and delivery of final plant. Construction included trenching, directional drilling, bridge attachments, fiber installation and splicing and testing. Lee managed accounting and administration of the program management office and oversaw a staff of 16 business managers and clerks. He reviewed auditing journals and subcontractor/supplier invoices and ensured accurate processing of payroll for up to 180 employees. Lee furnished material invoices, accounts payable, accounts receivable, including billing the owner for the entire project and also served as accounting manager overseeing a staff of 12 for processing owner-furnished materials. He managed billings, internal audit of program billings and accounting.

##### **Business Manager, I-15 Reconstruction, Salt Lake city, UT**

This \$1.4 billion design-build project consisted of demolishing, designing and rebuilding 16 miles of freeway with 142 bridges. The team completed the project ahead of schedule. Lee managed processing payroll for 300 hourly staff and accounts payable on two of the three segments.

**Bobby R. Massingill**  
West Segment Manager

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**Current Role**

Senior Project Manager

**Years of Experience**

39

**References**

T. J. Lambrecht  
John Nicholson  
Area Manager  
2603 W. Eules Boulevard  
Eules, TX 76040  
(T) 817- 540-1700  
(F) 817-540-2011

Butch Chaney  
Owner/Manager  
L.H. Chaney Materials, Inc.  
P. O. Box 1665  
Roanoke, TX 76262  
(T) 800-448-6323  
(F) 817-636-2703

Praxedis Garza, P.E.  
Nathan Meir Consultants  
Engineers  
Two Park Lane Place 8080  
Park Lane, Suite 600  
Dallas, TX 75231  
(T) 214-739-4741  
(F)ax: 214-739-5961

**OVERVIEW**

Bobby has 39 years of construction experience. As Senior Project Manager for Zachry, he works closely with the owner to identify and mitigate potential problems and to promote a true partnering atmosphere. He ensures implementation of project safety, quality and environmental procedures. Bobby provides direction and focus on project schedule and coordination of subcontractors. He cost reports to identify problem areas and develop work plans to ensure timely and cost effective completion of the project, as well as reviewing projection reports to ensure accurate reporting of job status.

**EXPERIENCE****Project Manager, SH 130 - Segments 5 and 6, Austin, TX**

A \$1.3 billion Design-Build-Concession consisting of 40 miles of toll lanes in each direction and 12 miles non-tolled frontage roads to add capacity and bypass San Antonio-Austin congestion. The tolling mechanism will be open system and interoperable. The toll rates will be comparable to state averages and adjusted to inflation with the concession term of 50 years. Bobby managed all aspects of project construction and provided direction and leadership to the project team.

**Project Manager, Bell County IH 35/Loop 363, Temple, TX**

A \$68 million project to construct a three-level interchange for TxDOT. Work consists of utility, relocation, bridge construction, concrete and asphalt paving, walls and drainage. Bobby managed all aspects of project construction and provided direction to the project team.

**Project Manager, IH 635 Interchange "Dallas High Five", Dallas, TX**

The \$261 million Dallas High Five project is a five-level interchange at US 75 and I-635. The project involved construction of 43 bridges and 591,000 square feet of concrete paving. Bobby managed all aspects of project construction and provided leadership to the project team.

**Project Manager, Beltline Road, Coppell, TX**

A \$6.7 million project to construct a new four-lane divided highway. Work consisted of concrete pavement, a prestressed concrete bridge and 7,500 feet of storm sewer pipe. Bobby managed all aspects of construction and provided leadership to the project team.

**Project Manager, Dallas County MH Luna Road, Carrollton, TX**

A \$10 million project to construct a six-lane divided highway. Significant cost savings were realized using alternative import dirt sources. Quantities included 352,000 cubic yards of imported fill; 69,000 square yards of concrete and a steel girder bridge. Bobby managed all aspects of construction and provided leadership to the project team.

**Current Role**

Construction Manager

**Years of Experience**

34

**References**

Steve Slocum

Project Manager

Zachry

527 Logwood Ave.

San Antonio, TX 78221

(T) 210-475-8664

(F) 210-475-8066

email:slocums@zachry.com

Mark Chapin

Project Manager

Black & Veatch Corporation

11401 Lamar Ave.

Overland Park, KS 66211

(T) 913-458-2335

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Brian McCurnin

Project Engineer

Black & Veatch Corporation

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(T) 913-458-2335

**OVERVIEW**

Randy joined Kiewit in 1974 has 34 years of experience on major interstate programs, industrial operations, power plants, bridges, dams and marine operations, coal mines and airfields. Randy is a seasoned professional who brings expertise in managing complex, fast-track completions with extensive site civil infrastructure and utility relocations. Randy has the ability to estimate, schedule, mobilize staff and equipment for heavy civil and transportation projects. Randy's goal is to work closely with clients and inspecting agencies to eliminate construction issues before they arise.

**EXPERIENCE**

**Project Manager, Sandy Creek Power Plant, Riesel, TX**

A \$1.5 billion project to engineer-procure and construct a 600-MW coal-fired power plant. The \$27 million Greenfield site development consisted of excavating 2 million yards of heavy clay. Detailed planning enabled crews to move the material in an efficient manner. The project used CAT 637E scrapers and John Deere 9400 tractors with pull scrapers, averaging 25,000 cubic yards per day. As project manager, Randy was responsible to meet quality, safety, schedule and budget objectives.

**Project Superintendent, Orleans Avenue Canal Interim Closure Structure, New Orleans, LA**

A \$52 million best value project to construct a flood control structure at the mouth of Lake Ponchartrain to withstand hurricanes, while maintaining stormwater pumping from the City of New Orleans. Quantities included driving 1,100 sheets of sheetpile, 2,200 cubic yards of structural concrete, structural steel, 9-foot-diameter discharge piping, ten 60-inch-diameter vertical pumps and 26,000 tons of rip rap. Randy mobilized eight cranes, support equipment and over 100 people in two weeks who worked seven days a week to complete work prior to the 2006 hurricane season.

**Project Manager, IH-30 Reconstruction, Dallas, TX.**

A \$98 million reconstruction of a five-mile corridor completed more than one year ahead of schedule. This was achieved by resequencing the work and adding equipment and personnel. The scope included eight new bridges, retaining walls and drainage structures. Night road closures required crews and equipment to mobilize and demobilize under a strict schedule to open the road on time each day for rush hour traffic.

**Project Manager, DFW People Mover, Dallas, TX**

Randy provided oversight for this \$23 million fast-track, design-assist contract. The project included a 6,000-foot section of a five-mile elevated people mover system. Structures began with installation of 129 precast columns and cast-in-place footings. The superstructure consisted of two, 3,000-foot-long sections containing 220,000 square feet of cast-in-place deck from an 18-foot single-span to a 36-foot double-span width.

## Rich Westerheid

### North Segment Manager

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**Current Role**  
Project Manager

**Education**  
B.S., Construction  
Engineering Management,  
Oregon State University

**Years of Experience**  
18

### OVERVIEW

Rich joined Kiewit in 1989 and has 18 years experience as a project manager, construction engineer, estimator and structures superintendent. He is responsible for design team interface, partnering, safety, quality control, supervision of personnel and subcontractors. His experience includes complex civil projects with significant coordination and scheduling among all stakeholders. Rich brings expertise in managing the extensive coordination and scheduling of engineers, superintendents, craft personnel and subcontractors. As well, he works closely with design teams and the owner to ensure projects meet project goals.

### EXPERIENCE

#### **Project Manager, San Francisco-Oakland Bay Bridge, Oakland, CA**

A \$175 million bridge of the East Span replacement in San Francisco Bay. The span superstructure is supported on prefabricated, concrete-filled steel footing boxes attached to 8-foot-diameter steel piling. Rich provided interface with the design team for Main Span Foundations E2/T1. Work was challenged by complex scheduling and construction of an 8-foot-diameter pile-founded footings and piers.

#### **Structures Manager, I-25 T-REX, Denver, CO**

A \$1.3 billion design-build to widen 17 miles of I-25 and construction of 19 miles of light rail transit with 13 stations. Seventy-one structures were built, comprising 60 bridges and 11 tunnels. Rich served as project manager for structures design and construction for the southern 10 miles involving design and construction of 40 bridges, underground and overhead utilities and bridge demolition.

#### **Project Manager/Superintendent, I-15 Corridor, Salt Lake City, UT**

A \$1.3 billion reconstruction of I-15 consisting of 16 miles of freeway and bridges. Work featured widening to six lanes in each direction, HOV lanes, 144 bridges, 190 retaining walls and 41 sound walls, 3 million cubic yards of excavation, and placement of 1.1 million cubic yards of concrete. As structures design manager and structures superintendent, he managed bridge design, demolition and construction for 20 bridges. He coordinated with the DOT and utilities and supervised superintendents, engineers, 80 craft personnel and 12 subcontractors.

#### **Structures Superintendent, San Joaquin Toll Road, Newport Beach and San Juan Capistrano, CA**

A \$700 million design-build project, which included 17 miles of six-lane freeway with 78 box-girder bridges. Rich served as structures design coordinator and structures superintendent for construction of three bridges, six ramp toll plazas, a mainline toll plaza and an access tunnel. He was involved in scheduling, environmental and right-of-way issues.

## Tim Greenwood

### Equipment Manager

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**Current Role**

Equipment Manager

**Education**

2 years college

**Years of Experience**

23 years

**OVERVIEW**

Tim joined Kiewit in 1985 and has 23 years experience. Tim has served in various roles including district equipment manager, senior equipment manager and equipment manager serving. He has been involved in all phases of equipment management, from troubleshooting, diagnosis, and repair to equipment cost control, purchasing, equipment mobilization, securing warranties, overseeing maintenance and equipment operations on construction jobs, and coordinating equipment dealer/company relations for proper parts, service, and product support.

**EXPERIENCE****Equipment Manager, Texas District, Ft. Worth, TX**

Tim is responsible for managing the District equipment inventory. Major pieces of equipment included heavy grading equipment, from large hydraulic front shovels, wheel loaders, off-highway trucks and crawler tractors. Duties involve overseeing maintenance operations and the implementation of the company maintenance program on construction projects, specify and requisitioning of new equipment, maintenance training, staffing of maintenance personnel, analyzing equipment for repair or replacement, managing and controlling equipment costs and equipment mobilization and scheduling.

**Shop Superintendent, Kiewit Western Co., Phoenix, AZ**

Tim was responsible for managing the heavy equipment and fabrication shop, including heavy grading equipment, from large hydraulic front shovels, wheel loaders, off-highway trucks and crawler tractors. Duties involved overseeing maintenance operations and the implementation of the company maintenance program on construction projects, scheduling equipment transport to and from project sites, maintenance training, and was responsible for all outside rentals of equipment.

**Equipment Engineer, Peter Kiewit Sons', Inc, Omaha, NE**

Tim served as assistant to the corporate equipment manager. He coordinated and conducted equipment training company-wide, purchased new construction equipment for the company and managed the sale of used construction equipment.

**District Equipment Manager, Kiewit Industrial Corp, Lenexa, KS**

Tim was responsible for managing the construction equipment fleet. He coordinated the transport of construction equipment for all jobs, maintenance operations and equipment training.

## Leland Anderson

### Safety Manager

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**Current Role**  
Senior Project Manager

**Education**  
B. S., Criminal Justice,  
Texas A&M University

**Years of Experience**  
28

### OVERVIEW

Leland joined Kiewit in 1990 and has 28 years experience working as a safety manager, firefighter, HAZMAT and paramedic. His key attributes include training, communication skills and site evaluations for highway, bridges and heavy civil projects. Leland is a Board-certified Safety Professional and OSHA-trained in 500 and 501. Leland's professionalism and partnership with the U.S. Army Corps of Engineers, New Orleans District, earned recognition for Kiewit and project personnel and included a Certificate of Appreciation for maintaining a safe work site with zero lost time accidents, Commanders Coin for outstanding safety performance, and an outstanding performance evaluation score for adequate safety plan, implementation of safety plan and correction of noted deficiencies.

### EXPERIENCE

#### **Project Manager, Sandy Creek Power Plant, Riesel, TX**

A \$1.5 billion project to engineer-procure and construct a 600-MW coal-fired power plant. The \$27 million Greenfield site development consisted of excavating 2 million yards of heavy clay. As lead safety manager for the civil work, Leland supervised mass grading, pipe and structural concrete.

#### **Safety Supervisor, Biloxi Bay Bridge, Biloxi, LA**

A \$341 million joint venture to construct a bridge including over 1.7 miles. Work included driving pile, setting footers, column and cap erection, precast girders, deck forms and concrete paving, all constructed in a marine environment with a heightened risk potential of incident and injury. Leland met regulatory requirements for marine operations requiring a knowledge base outside the normal spectrum of construction operations.

#### **Safety Manager, Runway 8R/26L Atlanta Hartsfield International Airport**

An \$84 million project to replace a runway with just 60 days to open the runway to full-scale operations. Crews removed and paved the 10,000-foot-long, 150-foot-wide runway on a 24/7 schedule. Leland conducted inspections and enforced safety standards for employees and subcontractors. He conducted weekly safety meetings, provided foreman training and job start-up safety training.

#### **Safety Manager, Cooper River Bridge, Charleston, SC**

Construction of a cable-stay bridge that offers a 1,000-foot-wide channel. The project finished a year ahead of schedule and had 2,200 workers on site during the construction peak. Leland conducted safety audits, enforced the safety program, provided safety training and had compliance responsibility for safety and environmental standards. He was responsible for the safety of crane operations, material barge operations, tremie pours, underwater inspections and cofferdam construction.

## Fred Polivka

### Utility/ Drainage Manager

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**Current Role**

Job Superintendent

**Education**

B.S., Construction Management, University of Nebraska at Lincoln

**Years of Experience**

10

**OVERVIEW**

Fred joined Kiewit in 1998 and brings 10 years experience. He brings experience scheduling and managing complex, phased work for roadway and airfield projects. The majority of projects were highway expansion projects built under live traffic in urban areas. Fred has managed projects which incorporated contractor quality control programs & special environmental constraints.

**EXPERIENCE****Project Superintendent, Fixed Wing & Hazardous Cargo Projects, England Airpark, Alexandria LA**

Two concurrent projects totaling \$35 million that involved 300,000 cubic yards of grading, 500,000 tons of base course, and 100,000 cubic yards of concrete paving. Drainage consisted of a new 9,000 feet long drainage system using Class V RCP. Utility work consisted of a new electrical communication system for the runway and parking aprons and a new waterline/hydrants for the fixed wing parking area. Both projects incorporated contractor quality control programs with the majority of the testing services performed from an on-site USACE-certified lab.

**Project Engineer, Interstate 40, West Memphis, AR**

A \$44 million project to rebuild 17 miles of interstate. The A+B incentive project included demolition and reconstruction of 20 bridges and 400,000 tons of asphalt paving. Fred supervised engineering activities, quality and project controls. He also had direct involvement in the preliminary design/layout of drainage modifications.

**Office Engineer/Project Engineer, I-40/I27, Amarillo TX**

A \$40 million to reconstruct the interchange. Work also included reconstruction and widening of I-40 over a BNSF switching yard with no disruption to rail service. Fred managed traffic phasing, quantity and cost control, owner payment, structures and drainage engineering.

**Project Engineer/ TC Engineer, Hidalgo Co., McAllen, TX**

A \$40 million project to reconstruct and expand bridges, large drainage structures and the roadway. Fred provided supervision of the daily traffic control and road closures that involved phased traffic switches.

**Isaac Klem**  
MOT Manager**Current Role**

Estimator

**Education**B.S., Business  
Management, University of  
Colorado at Denver**Years of Experience**

7

**Overview**

Isaac joined Kiewit in 2001 and has worked as estimator, MOT superintendent, foreman and laborer. As a MOT foreman, he supervised a crew of 20 involving full freeway shut-down coordination, closure scheduling, staff training and coordinating traffic switches with construction personnel. Beginning in 2004, he was promoted to general foreman over Segment 3 including hiring and training personnel, scheduling closures and traffic switches, cost reports, manhour reports, detour set-up, weekend coordination and hazard analysis. He was promoted to MOT night superintendent supervising all closures and craft. He also has experience as an engineer closing out grading, drainage, MOT days, and striping.

**Experience****Estimator, Denver District, Littleton, CO**

Isaac is currently estimating projects in Kiewit's operating area. He was assigned to the DFW Connector proposal where he estimated all MOT and Environmental, which included quantity estimates, comparing estimates and coordinating with team members for a clear and accurate estimate, and comparing and contrasting the Connect project with past projects.

**Foreman, I-25 T-REX, Denver, CO**

A Kiewit-led \$1.3 billion design-build fast-track project to expand 17 miles of interstate highway and construct a new 19-mile double-track light rail line with 13 stations. Isaac managed MOT traffic switches that included full freeway shutdowns, changing mainline lanes ranging from 2,000 feet and 3 miles in length per switch per night, monitoring progress and production to complete switches in a timely and safe manner, coordinating with MOT crews for maintenance involving signage placement, new signage, removals of MOT materials. He coordinated his activities with other disciplines and subcontractors (electrical, signage, striping subs), and obtained permit closures with jurisdictions. He provided traffic control plans for MOT and detour plans to direct traffic during full freeway closures. He managed the MOT cost report, monitored traffic control closures during set-up and removal, prepared accident reports, coordinated with police and emergency responders on major accidents, scheduled personnel to monitor the project over shutdowns and supervised up to 90 MOT staff.

## Jeff Whitehead

### ITS/Electrical Manager

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**Current Role**

Project Superintendent

**Education**B.S., Construction  
Technology, Southwest  
Texas State University**Years of Experience**

10

**OVERVIEW**

Jeff joined Kiewit in 1997 and has 10 years industry experience. He is responsible for the supervision, organization and coordination of staff and subcontractors and has overall responsibility for construction progress relative to budget and schedule. He supervises engineering and field operations, and oversees subcontractors. He interfaces with owner, utilities, permitting authorities and other stakeholders to keep them informed of construction progress. Jeff brings a focus in establishing a partnering-based relationship to ensure that projects are successful, while providing value-added construction solutions.

**Experience****Senior Estimator, Texas District, Ft. Worth, TX**

Jeff currently manages bid-build and design-build estimates from \$1 million to \$300 million for public and private projects. Duties include quantity takeoffs, pricing, schedules, subcontractor pricing and negotiation, as well as owner and design team interface. On design-build projects, he coordinates design, develops subcontractor scope, selection, pricing and negotiation.

**Project Superintendent, Presidio-Lely Airport, Presidio, TX**

A \$2 million project to place a 1.5-inch overlay on the 7,000 foot runway and construct a concrete parking apron to FAA quality requirements with a 15-day runway closure. Asphalt was produced at this remote location and a volumetric mixer was set up to batch concrete. Jeff provided overall management including safety, quality, scheduling and owner relations.

**Project Superintendent, City of Munday, Knox County, Munday, TX**

A \$2 million project to mill and overlay a four-lane road over 1.5 miles through Munday. Crews replaced sidewalks and curb and gutter over 32 blocks. Work was phased in two-block increments to eliminate drainage issues and minimize impacts to the public. Jeff provided overall management including safety, quality, subcontractors, scheduling and owner relations.

**Drainage Superintendent, I-30 Tom Landry Highway, Dallas, TX**

A \$98 million project to reconstruct five miles of highway, including eight bridges, retaining walls and 34,000 feet of RCP pipe, manholes and inlets. Jeff managed drainage improvements and interfaced with other disciplines.

**Field Engineer, I-40 Bridge Repair, Webber Falls, OK**

A \$40 million project to reconstruct the I-40 bridge after 800 tons of bridge section collapsed. The bridge was reopened 15 days ahead of the 72-day allowed time. Jeff procured and scheduled delivery and set-up of column and cap forms. He worked with the substructure crew for forming and pouring and coordinated the work of reinforcing steel subcontractors.

## Ivan Nicodemus, P.E.

### Deputy Design Manager

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#### Current Role

Senior Project Manager

#### Education

M.S., Mechanical Engineering, Boston University, 1983; B.S., Civil Engineering, Southern Methodist University, 1972

#### Years of Experience

36

#### References

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#### OVERVIEW

Ivan has 36 years experience and serves as manager of projects for the delivery of projects in the south central region of PB. He has expertise in planning, programming and design of transportation and airport facilities, commercial and industrial facilities representing \$2.5 billion in construction. Ivan has "hands-on" civil and drainage design; has developed the design scope of work, schedule, and budget; procuring design consultants; has performed design management and design review; and assisted the contractor during the bid and award process.

#### EXPERIENCE

##### **Project Manager, Dallas/Fort Worth International Airport (DFW), Airport Development Team for Capital Development Project, Dallas/Fort Worth, TX**

Ivan was responsible for leading design of the \$2.5 billion expansion of the DFW Airport people mover, international Terminal D and runway expansion. Ivan's responsibilities included construction traffic control; control of construction quality assurance for the \$1 billion Terminal D; staffing construction contracts and financial administrators; construction support and inspection and construction managers.

##### **Project Manager, Dallas County Congestion Mitigation & Air Quality Program (CMAQ), Dallas, TX**

Ivan managed 30 design consultants for a \$132 million program to provide traffic signal and intersection improvements to 3,000 traffic intersections in Dallas County. Work required coordination with 18 cities, Dallas County, the North Texas Tollway Authority, FHWA and TxDOT. Ivan's team performed preliminary engineering, cost control, funds administration, scheduling, procurement support, right-of-way acquisition support, design management, signal warrants and program accounting.

##### **Project Manager, Superconducting Super Collider Waxahachie, TX**

Ivan led the design effort and support through construction for over \$167 million of infrastructure. Projects included nine miles of roadway, a 600-foot bridge, \$4.5 million fast-track infrastructure at remote site, 15 cooling ponds, sewerage treatment plants, and pump houses over 268 acres. Ivan managed over 100 design personnel and consultants and coordinated resources at local, state, and federal agencies.

##### **Design Manager, Dallas Area Rapid Transit, Dallas, TX**

Ivan managed the civil aspects of the bus shelter program and three transit centers. He managed data collection on existing structures; contacting 200 building owners; and developing a database for cataloging and analyzing 10,000 plan sheets of bridges, roads and offices. He analyzed traffic use at the Transit Centers and estimating equivalent loads.

## Dave Santin

### Paving Manager

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**Current Role**

Paving Superintendent

**Education**

B.S., Construction Management, University of Nebraska at Lincoln

**Years of Experience**

15

**OVERVIEW**

Dave joined Kiewit in 1999 and brings 15 years experience. He brings expertise in construction of roadways from two lanes to interstate highways on highly traveled and congested roads with consideration to preserving the environment and meeting stringent quality specifications. He is responsible for work plans, owner relations, personnel, subcontractors, monitor schedule, safety, work plans, quality control, equipment requirements, productivity and cost control and reporting. Dave's goal is to establish a solid working relationship with clients and inspecting agencies to eliminate construction issues before they arise. Many projects have stringent construction and testing procedures that must be met while maintaining production, meeting schedule and maintaining quality goals.

**EXPERIENCE****Paving Superintendent, Runway 8R/26L Hartsfield-Jackson International Airport, Atlanta, GA**

An \$84 million project to replace a runway with just 60 days to open the runway to full-scale operations. Crews removed and paved the 10,000-foot-long, 150-foot-wide runway on a 24/7 schedule. The on-site batch plant produced over 180,000 cubic yards of concrete in 45 days for the runway alone. Two crossing locations along 8R were required to remain open for vehicle and plane traffic. Dave managed the paving operations, drill and dowel operations, concrete plant, subcontractors and vendors.

**Paving Superintendent, England Airpark, Alexandria, LA**

A \$37 million project for USACE to rebuild Runway 18/36 and construct a new fixed wing parking apron. Work included 180,000 cubic yards of dirt work, 220,000 cubic yards of sub-base, 80,000 tons of aggregate base course, 20,000 tons of rapid drainage material, crushing 30,000 tons of aggregate base, 100 inlets and manholes, 10,000 lineal feet of RCP pipe and 160,000 cubic yards of PCC paving. Dave managed concrete paving on a 90-day, three-week schedule, the drill and dowel operations, plant, concrete placement, subcontractors and vendors.

**Paving Superintendent/ Foreman, I-30 - Tom Landry, Dallas, TX**

A \$98 million project to reconstruct and widen 4.5 miles to add four lanes in each direction. The work also included reconstruction of 11 bridges, four types of retaining walls, 5,200 cubic yards of gabion, and major drainage enhancements. The original 54-month schedule was reduced to 30 months by rephasing the work. Major quantities included 700,000 cubic yards of embankment, 1 million cubic yards of excavation, 200,000 cubic yards of concrete paving, 300,000 square feet of precast retaining walls and 34,000 feet of pipe. Dave managed concrete paving and coordinated work with other disciplines. He supervised crews for removals, traffic lane switches and paving set-up.

## Mark Frye, P.E.

### Middle Segment Design Manager

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**Current Role**

Senior Supervising  
Engineer

**Education**

M.S., Mechanical  
Engineering, Boston  
University

B.S., Civil Engineering,  
Southern Methodist  
University

**Years of Experience**

16

**Professional  
Registrations**

Professional Engineer:  
81465, TX, 1996  
10208, WY, 2004  
35632, CO, 2001

**OVERVIEW**

Mark Frye has more than 20 years of experience planning and designing transportation facilities, preparing construction plans, and supervising construction. Mark has served as project manager and roadway design lead on complex urban transportation projects including freeways, tollways, multi-level interchanges, LRT and urban arterials. He has experience managing and coordinating multi-discipline design teams with multiple sub-consultants. He is adept at developing work plans and is skilled in project scheduling, cost analyses, budgeting, and project delivery. Mark has developed PS&E packages and managed bid-build and design-build contracts. He has a strong technical knowledge across a wide range of civil engineering disciplines. He assembles multi-discipline project teams, coordinates stakeholder communications, and motivates teams to provide quality results with projects completed on schedule and within budget.

**EXPERIENCE****Deputy Project Manager, SH 121 Segment 3S, North Texas Tollway Authority (NTTA), Collin County, TX**

Mark was responsible for development of PS&E for reconstruction and 3.4 miles of SH 121 with a construction cost of \$76 million. He coordinated roadway design, drainage, structures, signing and striping, ITS, tolling equipment and supporting documentation for regulatory permits. He monitored costs and performed QC review. This fast track project is on target to deliver bid-ready plans within the allotted 5-month schedule.

**Roadway Task Manager, I-30 Widening, Dallas, TX**

Mark prepared PS&E for reconstruction of 7.3 miles from east of Loop 12 to I-35E with a cost of \$108 million. Design involved widening the six-lane highway to a minimum eight-lane facility with additional ramps, auxiliary lanes and direct connectors, including replacement of 18 bridges. Specific duties included roadway design for IH-30 and associated ramps, direct connectors, and frontage roads using GEOPAK; coordination of field surveys; and coordination with subconsultants for drainage plans, traffic control plan and construction sequence, and retaining wall layouts.

**Project Engineer, I-30/I-35W, Fort Worth, TX**

Mark prepared PS&E for the \$173 million I-30/I-35W Interchange in the Fort Worth central business district. The five-level fully directional interchange was designed on over an existing interchange in a congested urban setting adjacent to one of the nation's busiest railroad interlocks. The design accommodated future rail improvements and passenger rail terminals. Duties included roadway design using Roadway Design Software (RDS), design of drainage facilities using Texas Hydraulic System (THYSIS) software, retaining wall layouts, TCP, construction phasing, railroad shoofly designs, and railroad coordination.

**Mark Frye, P.E.**  
Middle Segment Design Manager

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**Design Manager, I-25 T-REX, Denver, CO**

A \$1.3 billion urban highway reconstruction and light rail transit construction. Mark directed preparation of construction plans for a segment of I-25 from south of Franklin Street to south of Steele Street that included reconfiguring the University Street interchange from an existing cloverleaf configuration to a single point urban interchange (SPUI) design, reconstruction of the Steele Street underpass, and a light rail transit (LRT) component. Directly responsible for roadway geometric design; LRT geometric design; construction phasing plans; method of handling traffic (MHT) plans; utility relocation plans; retaining wall plans; and design coordination of University Boulevard overpass, Steele Street underpass and LRT overpass. Managed and coordinated subconsultants preparing plans for drainage, signing, striping, signalization, ITS, lighting, electrical, irrigation and landscaping. Monitored budget and schedule, and performed quality control reviews. Delivered Segment 1.2 within target price and met a demanding schedule.

**Senior Project Engineer, I-635 Transportation Study, Dallas, TX**

Mark led the development of schematic plans, profiles and typical sections for general purpose lanes, high occupancy toll lanes (HOT lanes), direct connectors, ramps, frontage roads, and arterial streets for two segments of the 21 mile LBJ Corridor Transportation Study with an estimated \$2.2 billion construction cost. Received favorable FONSI from FHWA.

**Senior Project Engineer, The President George Bush Turnpike (190T-W), Irving, TX**

Mark prepared preliminary geometric design schematic and engineering report for 2.8 miles of the Turnpike from SH-114 to I-635 with an estimated cost of \$113 million. He developed project cost estimates and prepared an engineering report used by the NTTA to secure non-recourse financing.

**Deputy Project Manager, General Engineering Consultant, Denver, CO**

Mark was responsible for developing scopes of work and preparing cost proposals, work plans and schedules for task orders initiated by the Colorado Tolling Enterprise. He developed costs for toll corridor improvements, O&M, and replacement fund in support of RTP Amendment report for Denver's toll system. He supported risk assessment/allocation process for C-470 Express Lane design-build procurement. He played a key role in the successful pursuit and submittal preparation.

**Project Manager, I-25 HOT Lanes Implementation, Denver, CO**

Mark was responsible for coordination and procurement of contractors, review of the systems specifications, selection of key vendors, ETC maintenance and road maintenance, and coordination of the billing and violation enforcement process with E-470. CDOT's schedule was achieved to open to traffic on time.

## Andrew E. Fries, P.E.

### North Segment Design Manager

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**Current Role**

Senior Project Manager

**Education**

B.S., Engineering  
Management, University of  
Missouri-Rolla

**Years of Experience**

20

**Professional  
Registrations**

**Professional Engineer:**  
025614, MO, 1993  
062-050177, IL, 1995  
8760, AR, 1995  
TX In process

**OVERVIEW**

Andy has 20 years of experience in the management and design of transportation projects including rail design-build, tollway, interstate, freeway, expressway and local roads, including interchange and roadway geometrics, maintenance of traffic plans, signals, signing and lighting. Additionally, he has experience in drainage studies and roadway drainage, including local and regional compensatory detention. He is proficient in the use of software tools, including, Geopak, MicroStation, AutoTurn, AutoCAD, InRoads, the Haestad family of products, HEC-1, HEC-2, HEC-22, a variety of signal software packages, including Synchro, Signal 2005, and the Highway Capacity software.

**EXPERIENCE****Geometric Evaluator, SR-91 Value Analysis Study, San Bernardino and Orange Counties, CA**

Andy was geometric evaluator for 10-person study team for a 13-mile corridor study, and 5-mile interstate study. He estimated the project cost of \$1 billion. The corridor includes 13 interchanges, and two directional interchanges. Four primary corridor alternatives were evaluated, including HOT, HOV, viaducts, general purpose lanes and auxiliary lanes. Traffic projections create the need for 12 to 22 lanes. Multiple variations of interchange alternatives were evaluated.

**Segment Lead, SH 121 – Section 3 for the North Texas Toll-way Authority, Dallas, TX**

Andy was one of three segment Leads responsible for leading production team for design of this \$58M toll facility. Management of QC/QC reviews for segment plan production.

**Quality Reviewer, I-10, Palm Drive Interchange Improvements, Riverside County, CA**

Andy performed quality reviews on geometrics, drainage, and maintenance of traffic plans for this interchange improvement project.

**Project Manager, Jennings Station Road, St. Louis County, MO**

Andy served as project manager for this 2-lane to 5-lane 1.5-mile very urban arterial. He was responsible for leading the design team for all facets of design, including QC of final plans for a \$10M project.

**Principal-in-Charge, I-270 at Dougherty Ferry Road, St. Louis County, MO**

As principal-in-charge of design, Andy was responsible for scope and fee proposal, resource management, budget and schedule controls, client communication, and quality control, including QA/QC for all facets of design for the reconstruction of the Dougherty Ferry Road interchange with

**Andrew E. Fries, P.E.**  
North Segment Design Manager

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interstate I-270. The project required preliminary design of new seven-lane bridge over I-270, public meeting illustrating a three-month roadway closure during construction with no adverse right-of-way impacts. Extensive constructability and construction cost reviews were necessary. Applied new practical design principals to save the client approximately \$500,000 compared to the programmed budget of \$7.2M.

**Principal-in-Charge, I-44 at Route 39, Lawrence County, MO**

As principal-in-charge of design, Andy was responsible for scope, fee proposal preparation and management of all facets for the design of this interchange. The project required extensive conceptual roadway development based on traffic volumes, property impacts, constructability and construction cost. Specific management responsibilities include resource management, budget and schedule controls, client communication, and quality control.

**Principal-in-Charge, Route 72 Bypass, Madison County, Fredericktown, MO**

As principal-in-charge of design, Andy was responsible for scope and fee proposal preparation, project resources, budgeting, schedule and QA/QC for all facets of design of this two-mile conceptual, preliminary and final plans design including, right-of-way plans and location survey development for this 1-½ miles relocation of Route 72 north of Fredericktown, Missouri. Conceptual includes development of 6 alignment alternatives and estimates for public consideration, and several bridges involving floodway and floodplain impacts. Project is a cost share between MoDOT and Madison County.

**Project Engineer, Route 13, Ray and Lafayette Counties, MO**

As project engineer, Andy was responsible for all facets of a 15km rural four-lane freeway design through floodplain and uplands. Project required extensive land-based hydraulic borrow material. Specific responsibilities included, design feasibility of preliminary alignments, plan preparation, estimates, vertical and horizontal controls, layout of one folded diamond and two diamond interchanges. Also, responsible for preliminary ditch and crossroad drainage layout in upland and floodplain. Management responsibilities included task delegation and mentoring of a six-member design team.

**Project Engineer, I-70/I-55 Interchange for New Missouri River Bridge, St. Louis, MO**

Andy was responsible for preliminary horizontal, vertical alignment and retaining wall layouts for I-70 interchange at the new Missouri River Bridge in the City of St. Louis. As a sub-consultant, software design support

**Andrew E. Fries, P.E.**  
North Segment Design Manager

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providing preliminary and layout of horizontal and vertical alignments for all alignments and retaining walls, provide personnel and technical design support to meet client's schedule and budget.

**Project Manager, Interstate 44, Franklin County, MO**

Andy was responsible for project management for all facets of this 6.7-mile interstate design. Design included two-lane median widening on existing alignment. Also included 0.6 miles of alignment relocation involving a diamond interchange, outer roads, signals, and extensive staged drainage, grading, and traffic control.

**Design & Project Manager, Route D, St. Louis County, MO**

Andy was responsible for design and project management of ramp widening and 1.5 miles of median drainage for the improvements of Page Avenue from I-270 to Schuetz Road. Project required two detention basins based roadway improvements. Specific responsibilities include, design feasibility of detention basins, ramp widening and drainage plan preparation, review and approval of drainage calculations, vertical and horizontal controls, and special provisions, and estimates for related work. Specific management responsibilities include resource management, budget & schedule controls, client communication, and quality control.

**Project Manager, Route 364, St. Louis County, MO**

Andy was responsible for design and project management of median drainage of 2-½ miles of the Page Avenue extension from Creve Coeur Lake Bridge to Missouri River Bridge. Project required rolling median shoulder on flat profile grade to provide positive drainage. Specific responsibilities include, design feasibility for median drainage, layout and design of multiple median storm sewer systems, drainage plan preparation, review and approval of drainage calculations, and special provisions, and estimates for related work. Specific management responsibilities include resource management, budget & schedule controls, client communication, and quality control.

**Design Management, Adie Road Reconstruction, Maryland Heights, MO**

Andy was responsible for management of design for right-of-way and construction plans for one-mile reconstruction of urban arterial. Provide preliminary and final layout of horizontal and vertical alignments, provided personnel and technical design support for urban three-lane widening. The design included new concrete pavement, grading, drainage, retaining walls, traffic control, erosion control, sidewalks, quantities, and utility adjustments.

## Jim Langston, P.E.

### West Segment Design Manager

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**Current Role**

Roadway Quality Manager

**Education**B.S., Civil Engineering,  
Texas A&M University**Years of Experience**

23

**Professional Registration**Professional Engineer,  
73891, TX**OVERVIEW**

Jim has 23 years of transportation engineering experience in the management and design of highway projects from schematic to PS&E. He has served as both project manager and design engineer. His career in the field of transportation includes streets, roads, highways, tollways, major drainage structures and layout of bridges, diamond and multi interchanges.

**EXPERIENCE****Deputy Project Manager, NTTA SH 121 Section 3N, Collin County, TX**

A fast-track project comprised of 3.8 miles of tolled freeway including one mainlane electronic toll gantry, four electronic gantries, and 12 bridges. Jim worked with the project designers and coordinated with NTTA and the GEC to resolve issues quickly. The geometry for 12 ramps was constrained by access control using out-of-date AASHTO vertical curve criteria. This constraint was overcome using parallel ramps and variable height median barriers between the ramps and mainlanes with consideration to retaining walls. Six wrap-around retaining walls (over 166,000 square feet) were designed and located using the NTTA system-wide design guideline criteria and their interaction with drainage requirements.

**Project Manager, NTTA FM 720 in Little Elm, TX**

Jim was responsible for PS&E under a NTTA design contract and constructed by TxDOT. The rural two-lane road was reconstructed to a six-lane urban arterial. He coordinated drainage and flowage easements with the U.S. Corps of Engineers; coordinating with TxDOT and Little Elm on design features. These included an attached waterline to the 2,500-foot bridge replacement across Lake Lewisville; grading a bike path for a future park trail; coordinating construction staging with an adjoining section; resolving intersection sight problems resulting from barrier and geometric constraints; working with Little Elm to develop and incorporate an aesthetic theme including stamped concrete edges on the full-length sidewalk. The project also required 25 retaining walls – both in cut and in fill sections.

**Senior Design Engineer, Port of Miami Master Plan, Miami, FL**

Jim was a senior design engineer and QA/QC reviewer for a fast-track project to rebuild the road network for the Port of Miami. Working through the contractor, the project included planning of a road system while maintaining traffic. The port functions as an industrial facility for shipping and is a busy cruise ship port. During final design, Jim's recommendations saved approximately \$250,000 of the final bid. Recommendations reduced grading and modified the profile at an overpass. The modification lengthened the beams and lowered the profile.