Eric Abrahamson
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Eric Abrahamson is a Principal Engineer at Sunnyvale, California based SC Solutions, Inc., with 30 years experience in structural design and nonlinear dynamic analysis. During his career, he has performed design and analysis functions for satellites and their components; airplanes; concrete, steel, and FRP bridges; tunnels; LNG tanks; offshore platforms, and other structures. He specializes in nonlinear dynamic analysis of complex structures, currently working on seismically isolated bridges. He developed nonlinear isolator elements for Lead-Rubber Bearings, Friction Pendulum Bearings, and Triple Pendulum Bearings, for use with ADINA.

Amjad Alzubi
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1999 University Of Arizona Grad
Been with ADOT for 14.5 years all in Bridge Group
Registered Professional Engineer since Jan, 2008

Monique Anderson
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Monique Anderson is a senior associate and geotechnical engineer with Shannon & Wilson, Inc. in Seattle. Monique has been with Shannon & Wilson for 23 years and specializes in large infrastructure and waterfront projects. She has managed geotechnical work on the Alaskan Way Viaduct Replacement Program for the last 10 years.

Travis Arndt
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Travis Arndt and Leslie Daugherty work for the Alaska Department of Transportation and Public Facilities as Technical Bridge Engineers in Juneau, AK. Each have been designing, retrofitting, and inspecting bridges for over a decade. Their presentation will share some of their experiences working on remote bridges from temperate Southeast Alaska to the frozen Arctic.

Pasco Bakotich
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Greg Banks
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Greg Banks is a design project engineer with BergerABAM. He has nine years of experience providing structural engineering design and construction support services for bridge projects, including both precast and cast-in-place concrete bridges, segmental bridges, and accelerated bridge construction. He has worked in both new and retrofit design, and most recently he was part of the design-build team providing the east approach and transition span structures on the SR-520 project here in Washington State.

Stuart Bennion
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Stuart Bennion is recently hired as a design project engineer for BergerABAM. Stuart graduated from Washington State University (WSU) with a Bachelors of Science in Civil Engineering in 2001 and began working in the Bridge & Structures Office for WSDOT. As a bridge engineer, Stuart worked on the development of projects, inspection of bridges, design of prestressed concrete and steel super-structures, and focused a significant portion of his career on complex foundation designs. After ten years of bridge design, Stuart transitioned into a construction administrator as an Assistant State Construction Engineer (ASCE) overseeing a variety of contracts as the structures specialist. After two years in this role, Stuart is back into design aspects of contracts, though his presentation is given as a representative of WSDOT as an ASCE.

Hassen Beshir
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Hassen Beshir graduated from the University of Missouri at Rolla in 1980 with CE degree and MS from San Jose State University 2007. Worked at Magma Copper Mine as mine engineer from 1980 to 1982. He worked for the California Department of Transportation in Oakland from 1982 to 1993 at different capacity. He is currently working for the San Francisco Bay Area Rapid Transit (BART) as Project Manager since 1993.
He has managed both the design and construction phases of several transit mega projects.

**Chayan Bhattacharyya**  
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Chayan is a Senior Bridge Engineer in Arizona Department of Transportation. He has 35 years of experience in Bridge Management, Inspection and Design. He had published paper in ASCE journal. In 1989, he initiated the Bridge inspection program in NJ Transit. He has also helped State Bridge Engineer to develop Bridge Inspection Guidelines in ADOT.

**Jedediah Bingle**  
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Bridge Designer for WSDOT for 8 years. Currently the designer for the bridge which includes resilient energy dissipation mechanisms.

**Frank Block**  
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Frank Block, PE, SPRAT Level I, Bridge Inspection Engineer. Mr. Block is a Project Engineer with experience in the inspection and analysis of highway bridge and waterfront structures. His project experience includes federal, state, and private infrastructure and is concentrated in structural inventory, inspection, analysis, design and construction monitoring. Mr. Block excels in inspections requiring challenging access such as via rope, man-lift or underwater diving and is one of very few engineer inspectors certified in both rope access and underwater inspection. He has experience in the identification and evaluation of fatigue and corrosion deterioration associated with structural members existing both above and below the water surface. Frank has experience with non-destructive testing procedures including ultrasound, magnetic particle and dye penetrant.

**Rick Brice**  
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Rick is a bridge engineer with the Washington State Department of Transportation. He holds a bachelor’s degree in civil engineering from Saint Martin’s College in Olympia, Washington and a master’s degree in structural engineering from Texas A&M University. Rick has worked at WSDOT for 22 years where he is the primary developer of WSDOT’s engineering software including PGSuper, PGSplice, and QConBridge.

**David Burrows**  
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David has 21 years of experience in the engineering and construction industry, working in a variety of roles and responsibilities including bridge design and construction management. After graduating from Arizona State University, David worked for Bechtel in Houston, TX, Michael Baker Corp. in Phoenix, AZ and currently works for Gannett Fleming in Washington DC. David is a licensed professional civil engineer in Arizona and California. He lives in Arlington, VA with his wife, five year-old daughter and two year old son.

**Ted Bush**  
*HDR Engineering*  
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Ted Bush, PE, SE is a Bridge Project Manager for HDR in Boise Idaho. He joined HDR in 2001 after completing his master’s degree from the University of Idaho. His 12 years of design experience includes seismic design and retrofit of bridges; as well as the design of steel, prestressed concrete, and post-tensioned concrete highway and aircraft bridges. His seismic design and retrofit experience includes the Golden Gate Bridge Main Span, BART “A” Line North aerial structures, Tappan Zee viaduct in New York, and Columbia River Crossing in Oregon.

**Brice Carpenter**  
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Mr. Carpenter has been working with Bridge Diagnostics Inc. (BDI) since 2009 and has become a lead engineer in the analysis department. He has been involved to some level with the testing and evaluation of approximately 50 structures including bridges, buildings, lock gates, and spill gates around the world. Mr. Carpenter’s involvement in these projects included all stages of field testing and subsequent finite element modeling and analysis. Furthermore, Brice has performed complete structural analyses and load ratings on over 25 bridges using a variety of design codes such as AASHTO (ASD, LFD, LRFD), Canadian (CAN/CSA), Australian Standard,
KSA Highway Design, and AREMA. Additionally, he is involved with updating BDI’s finite-element software that combines modern modeling and optimization methods with field data to develop accurate load ratings even more efficiently.

**Cory Caywood**  
*Jacobs Engineer*  
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- Cory Caywood, Structural/ Bridge Engineer (speaker)
- Registered as PE, SE in WA
- Specializes in bridge design, focusing on design build projects over last 7 years
- 15 years total experience, 11 with Jacobs

**Vijay Chandra**  
*Parsons Brinckerhoff*  
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Mr. Vijay Chandra is a Senior Vice President and Director of the Structures Resource Center for Parsons Brinckerhoff Quade & Douglas, Inc. He was the Chief Bridge Engineer for the Central Artery/Tunnel Project. He has over 40 years of experience and is a registered engineer in many states. He was the Chairman of the Precast/Prestressed Concrete Institute committee on Bridges, member of the PCI Committee on Transportation and a member of the Post-tensioning Institute committees on Bridges and stay cables. Mr. Chandra is also a member of many national and international organizations. He has authored many papers and presented them at National & International Conferences.

**Paul Chung**  
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Paul has been a bridge engineer for more than 17 years, and has worked for the California Department of Transportation (Caltrans)- Structure Design office for the last 14 years. While at Caltrans, he has previously served as the Office Chief of Earthquake Engineering, Chair of the Structural Analysis Committee for 6 years, and Chair of the Accelerated Bridge Construction Council from 2008-2011. Since 2010, Paul has served as a Bridge Design Chief managing a design group to deliver bridge PSEs for in-house design-bid-build projects, and also leading a multi-disciplinary engineering team to provide design reviews of bridge structures for design-build projects in southern California.

**Nicholas Cioffredi**  
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Nick Cioffredi, PE, SPRAT Level II, Senior Bridge Inspection Engineer. Mr. Cioffredi has twelve years’ experience in facility and infrastructure structural inspection and evaluation of bridges, tunnels, culverts, buildings, and stadiums. He has bridge inspection experience in 24 states from Alaska to Florida including routine, fracture critical, in-depth and load rating inspections. He has performed and managed well over 10,000 NBI and element level bridge inspections, including long span and moveable bridges. Structure and material types included in evaluation range from extensive timber to prestressed/post tensioned segmented concrete to cable stayed bridge designs. He is qualified as a NBI Team Leader and Program Manager per the National Bridge Inspection Standards (NBIS). Nick is a SPRAT Level II certified technician and skilled in the nondestructive testing of concrete, steel, and timber members utilizing Ultra Sonic Thickness Meters, Magnetic Particle, Dye Penetrant, Ground Penetrating Radar, and Impact Echo.

**Kenneth Clausen**  
*ITD*  
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Born and raised in Boise, attended University of Idaho and received a BS degree in Civil Engineering in 1983. Started work with ITD in the Pocatello District Office in 1984 and started in the Bridge Section in Boise 1987. In 1997 I became a design group leader, and I currently supervise four engineers and two technicians. My wife Wendy and I have two sons and a daughter and I enjoy fly fishing and hiking and backpacking in Idaho’s abundant back country.

**Heidi Clayville**  
*David Evan’s and Associates Inc.*  
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Heidi Clayville, P.E. has experience in the inspection, design, and construction of major bridge projects within the State of Washington. During her career she has provided initial investigation and condition assessment of bridges, design of a variety of bridge types and transportation structures, and multiple support services during the construction of bridge design projects. Many of these projects were executed using the design-build method of project delivery. Her recent
design-build projects within the State of Washington include the SR 520 Eastside Transit and HOV Project in Bellevue, and the Murray Morgan Bridge Rehabilitation Project in Tacoma. Ms. Clayville earned her Bachelors and Masters in Engineering from Washington University in St Louis and is currently a Bridge Engineer at David Evans and Associates, Inc. She also enjoys a variety of activities and hobbies outside of engineering including Ultimate Frisbee, hiking, cooking, quilting and painting.

**Domenic Coletti**  
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Domenic Coletti is a senior bridge engineer with HDR Engineering in Raleigh, NC. He has over 26 years of structure design experience and was the Co-Principal Investigator for NCHRP Research Project 12-79.

**Thomas Cooper**  
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Tom Cooper is a Senior Engineering Manager for Parsons Brinckerhoff. In his current position as the Structural Lead for PB in the Mountain Region, he leads complex bridge projects and manages staff on bridge projects in several states.

Since starting on the I-90 Track Bridge Prototype Design and Testing Project in 2011, the subject of today’s presentation, Tom has led the structural design team, working with track designers, the testing teams at the University of Washington and the Transportation Technology Research Center, and other technical specialists on the project.

**Yong Deng**  
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Dr. Bill (Yong) Deng, Ph.D, PE, is a Senior Bridge Engineer at Moffatt & Nichol Long Beach Office in California. Dr. Deng has more than 26-year bridge experience. His interests focus on bridge design, bridge widening and seismic analysis and retrofit with conventional and advanced FRP materials.

**Jerry Dorn**  
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Mr. Dorn was the Structural Discipline lead for the WSDOT SR 99 Bored Tunnel and Approach structures project and is currently Structural Discipline lead for the Sound Transit East Link Project. He has 34 years of experience in structural design and management of major projects with HNTB Corporation.

**Aamir Durrani**  
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Mr Durrani graduated from Georgia Institute of Technology in 1988 with Master's Degree. He has worked with HNTB for over 21 years and has over 25 years of bridge/tunnel design experience. He has taught courses at Boston Architectural Center and MIT. His projects range from Big Dig in Boston to I-405 Design-Build in Los Angeles. On I-405 Design-Build he served as Structures Lead and Deputy Construction Manager. He is presently slated to be the Structures Lead for the upcoming $2 billion Crenshaw/LAX Transit Corridor Design-Build project in Los Angeles.

**Kevin Eisenbeis**  
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Kevin Eisenbeis, PE, SE, is the Director of Bridges for Burns & McDonnell in Kansas City, MO. He has specialized in the design and construction of major bridges throughout his career. Kevin has worked on the design or construction of twelve Missouri River bridges from St. Louis to South Dakota, with management responsibilities on eight of these projects. Other experience includes seven projects involving float-in or float-out of 14 river spans in the United States. Kevin spent 30 years with the bridge firm of Harrington & Cortelyou where he served as principal at the time of the firm’s acquisition by Burns & McDonnell in 2010.

**Merv Eriksson**  
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Merv graduated from the University of North Dakota in 1975. He has worked for the Federal Highway Administration, the USDA Foreest Service and Dj & A, P.C. in many areas of the country. Merv lives in Missoula, Montana and is registered in Montana, Idaho, Washington and Oregon.
Sonny Fereira
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Sonny Fereira is a Senior Area Bridge Construction Bridge Engineer with Caltrans. He has worked on hundreds of California’s bridges in his 33 year career. A graduate of CSU, Chico, he is a licensed Civil Engineer and General Contractor. He is a certified craft instructor for the National Center for Construction Education and Research. He has been a speaker at the 1986 and 2009 Western Bridge Engineer’s Seminar, and enjoys learning and sharing advancements in his field.

Michael Fitzpatrick
TY Lin International
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Mr. Fitzpatrick has been a bridge architect for 18 years and his clients have won several awards for the projects they have collaborated. His work includes world record spans, highly complex public involvement and multidisciplined teams. Mr. Fitzpatrick has been a very active member on the Transportation Research Board subcommittee on Aesthetics. Some of his projects include the Hoover Dam Bridge, San Francisco Oakland Bay Bridge and the Santa Monica Pier Bridge.

Jason Fuller
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Mr. Fuller is HDR’s national program lead for Construction Engineering and served as the Project Manager for the Shenandoah River Bridge Project. Over the past decade, besides traditional design experience, Mr. Fuller has gained extensive experience in providing Design-Build and Construction Engineering Services for contractors. He has been involved in the pursuit and execution of multiple, large Design-Build projects. Jason received his BS from the Pennsylvania State University, has 21 years of experience, 17 with HDR, and is a Registered Professional Engineer in WV and multiple other states.

Mark Gaines
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Mark has Bachelors and Masters degrees in civil/structural engineering from the University of Washington. He has worked for the Washington State Department of Transportation since 2000 and currently serves as the State Bridge Construction Engineer. Previous experience includes engineering and surveying for two general contractors and service in the US Navy nuclear power program.

Robert Gale
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Robert Gale is a Senior Engineer with Buckland & Taylor and has specialized in construction of bridges and complex structures for over 20 years. Robert holds professional engineering status in both Canada and the United States.

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Patrick Gallagher graduated from Washington State University in 1999 having earned a Bachelor of Science Degree in Civil Engineering. Following graduation, Pat worked the next four years at several engineering prior to coming to work for Washington State in 2004. He is currently employed as a Bridge Engineer at WSDOT’s Bridge and Structures Office. He has spoken at two national bridge engineering seminars and has spent the last year load rating gusset plates for our state’s Steel Bridge Inventory.

Morad Ghali
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Morad is a senior structural engineer with 39 years of experience coordinating structural design efforts from conceptual and final design phases through construction. He has developed structures plans, estimates, and specifications for complex multi-level urban interchanges as well as long-span river crossings utilizing both steel and concrete. He has been involved in the design of steel box girders, segmental concrete box girders, steel and concrete arch structures, and steel cable-stayed bridges as well as more conventional straight and curved steel and concrete beams. Morad has extensive experience with deep foundation designs with poor soil conditions.
Dan Gorley  
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Dan Gorley is a Civil Engineer who has been with the Idaho Transportation Department for 10 years. Dan received his Civil Engineering degree from Idaho State University and has an Associate degree in Munitions from the Community College of the Air Force. Dan is a 12 year veteran of the United States Air Force. He currently works in the Bridge Section for the Idaho Transportation Department and his involvement with bridges includes design, maintenance, load rating, inspection, and project management.

Jim Guarre  
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Jim Guarre has been with BergerABAM for 40 years. Jim has been instrumental in several ABC projects at BergerABAM before they were labeled ABC projects. His notable ABC transportation projects include the Vancouver SkyTrain, Detroit CATS, the Bangkok SkyTrain, the Bangkok Second Stage Expressway, the Boston Central Artery, the Getty Center Tramway, and the Reedy Creek Bridge. He led the transportation group at BergerABAM for 17 years and also led BergerABAM’s efforts with KPFF on the SRS20 Floating Bridge and Landings design-build project for the Kiewit-General-Manson JV and WSDOT. Jim is currently located in our Irvine, California office.

Joel Hahm  
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Joel is a 1995 graduate of the University of Minnesota and started his career working as a materials engineer and geotechnical consultant for firms based in the Minneapolis/St. Paul, MN, Des Moines, IA, and Omaha, NE markets. He joined Big R Bridge in Greeley, CO as Engineering Manager of the Soil Structures Division in 2009 and is responsible for design and fabrication of hundreds of buried bridge structures throughout the US and internationally. He is active in development of materials and design standards for buried structures on several ASTM, AREMA, TRB, and AASHTO committees. Joel resides in Firestone, Colorado with wife, Rachel, and their 5 children.

David Harvey  
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David Harvey is a Senior Bridge Specialist with Associated Engineering, Canada. He received his degree in Civil Engineering in 1969, and a Master's degree in Structural Engineering in 1982, from the University of Bristol. He has been involved with the design and construction of many bridges in Canada and across the world, and has spearheaded the application of accelerated bridge construction techniques. He has received several national and international awards for his contributions to bridge engineering.

John Hinman  
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John Hinman, PE, SE, is a principal bridge engineer with CH2M HILL in Boise, ID. John has over 35 years of experience designing bridges, and specializes in repair, retrofit, and rehabilitation of bridges.

Andrew Howe  
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Andy Howe is a Senior Project Engineer at OBEC Consulting Engineers. Andy is a Professional Engineer licensed in Oregon, Washington, and Idaho and is a licensed Structural Engineer in Washington and Idaho. He has over 14 years of design experience in roadway and structural design with an expertise focused on bridges. His varied experience on steel and concrete bridges highlights a special passion for delivering unique engineering solutions.

Ken Huntley  
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Ken graduated from Portland State University in 1991. He spent the first 10 years of his career at ODOT in their bridge design program. In 2001 he moved to Multnomah County where he has been working with the County team to maintain several of the Willamette River Bridges in Portland. This work has included designed and constructing new fiber reinforced polymer decks on the Morrison and Broadway bridges. Ken also worked as a construction engineer on the Sauvie Island...
Bridge replacement project and is currently working as a construction project manager on the Sellwood project. In his spare time he enjoys skiing, tennis and other outdoor activities in the beautiful Northwest.

**Shahidul Islam**  
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Dr. Islam received his Ph.D. in structural Engineering from the University of Illinois at Chicago in 2000. He has over 24 years of teaching, research and industry experience. He has been with Dywidag Systems International over the last 12 years. His area of interest is Post-tensioned structure, cable stay bridges and force monitoring of steel elements. Dr. Islam resides in Chicago suburb with his wife and six kids.

**Bruce Johnson**  
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Bruce Johnson is the State Bridge Engineer in Oregon since September 2004. He supervises 51 people in bridge design, standards, operations, inspection, major bridge maintenance, load rating, bridge management, and preservation. Prior to that, he was the Division Bridge Engineer, for Federal Highway Administration in Oregon from October 1988 to September 2004. He worked in various positions with FHWA in Oregon, Nevada, Kansas, Colorado, Indiana, and Iowa from 1975-1988.

**Nathan Johnson**  
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Dr. Nathan Johnson is a Senior Bridge Engineer at Kleinfelder-Simon Wong Engineering in San Diego, California. Nathan was previously a Bridge Engineer at the Nevada Department of Transportation and a Research Professor at the University of Nevada, Reno. He has completed numerous seismic bridge retrofits, rehabilitation projects, bridge designs, and industrial structure designs, and has published several papers relating to seismic retrofit and nonlinear analysis of bridges.

**Chris Keegan**  
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Has been with the Washington Department of Transportation for 35 years. He started in the Bridge Office doing bridge inspections and design. Moved on to the Program Management Office and then to the Olympic Region where he has held various positions including the region bridge engineer as well as running construction project offices and maintenance areas. He is currently on the FHWA Bridge Preservation Expert Task Group, Chairman of the Western Bridge Preservation Partnership, On the Bridge Technical Working Group of the AASHTO Sub Committee on Maintenance, and on the steering Group of the Pacific Northwest Bridge Maintenance Seminar.

**Eric Kelley**  
*Parsons Brinckerhoff*  
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Eric Kelley is a licensed structural engineer with Parsons Brinckerhoff in Seattle. He has 10 years of experience in the design and analysis of civil infrastructure and buildings. Eric’s rail experience includes both light-rail elevated guideway and station design as well as freight and commuter heavy-rail overcrossings. His highway design work includes moveable bridges, elevated highways and tunnel portals. Eric received his Bachelors and Masters degrees in structural engineering from the University of California at San Diego.

**Jason Kelly**  
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Jason joined OBEC in 2003 after graduating from Oregon State University and is a licensed PE in 4 states. He began his career surveying and transitioned in construction inspection and safety inspection of in-service bridges. He has worked on many varying types of construction projects including the renovation of three historic covered bridges and was resident engineer for the OR213 Jughandle Project. He has also inspected over 1500 structures over the last 8 years. Jason was a lead Inspector for the condition evaluation of the Oregon City Arch and also assisted early on in the construction phase.
Marie Kennedy  
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Marie has been with the Oregon Dept. of Transportation for the last five years as a load rater and a data analyst. She has a Master’s Degree in Mechanical Engineering from Oregon State and a Bachelor’s in Mathematics from University of Oregon. She recently passed her PE exam and is looking forward to doing more project work.

Paul Kinderman  
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Paul Kinderman is Bridge Architect for the Washington State Department of Transportation. He’s practiced structural design and architecture with WSDOT for 24 years. Paul began his career with Spokane architects Boyington and Read in the late 1960’s. He went on to earn a Bachelor of Science in Civil Engineering from Gonzaga University. Paul is registered as both a professional civil engineer and an architect in the state of Washington.

Paul King  
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Paul King is the Vice-President (Engineering) of Rapid-Span Structures Ltd. in Armstrong, BC; one of the leading bridge fabricators in western Canada. He holds a bachelor’s degree in Civil Engineering from the University of British Columbia and a master’s degree in Welding Engineering from Ohio State University. For the past 21 years, he has overseen the engineering and quality departments at Rapid-Span; taking part in the design and fabrication of large and small steel bridges across Canada and around the world.

Michael Knott  
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Mike is a world recognized expert on complex issues related to transportation systems, port engineering, bridge design, and heavy marine foundations. He has developed a unique expertise on the specialized subject of ship and barge collisions with bridge and marine structures. Mike was the principal author of AASHTO Guide Specification on Vessel Collision Design of Highway Bridges, 2nd Edition 2009, as well as the original edition published in 1991. On behalf of Moffatt & Nichol, he teaches the FHWA/NHI 2-day short course on the subject of vessel collision for state DOTs. Mike was a selected member of the national team of bridge experts which developed the original AASHTO LRFD Bridge Design Specifications in 1994 and is the author of numerous technical papers and articles dealing with ship collision risk analysis, bridge pier protection systems and other topics. In 1987 he was the recipient of the Gustave Willems Award from the Permanent International Association of Navigation Congresses (PIANC), the first American to ever receive this international prize. In 2004 he served as a consultant to the History Channel television series Modern Marvels, Engineering Disasters #7. In 2000, he was the recipient of the prestigious Crom Lecture Award from the University of Florida for his studies on vessel collision.

Greg Knutson  
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Greg has over twenty years of experience in the design and construction of bridge and marine structures. He is currently working on the SR 520 Bridge Replacement Program, where he is the Structural Engineering Task Lead for the 6,000 foot long West Approach Bridge.

Tony Kojundic  
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Tony Kojundic is a Fellow at the American Concrete Institute, Business Manager for Elkem Materials and Director of the Silica Fume Association (SFA). Tony’s been fully-engaged in high-performance concrete (HPC) bridges since 1984, and has provided HPC technology transfer to state DOTs as part of an FHWA co-operative agreement over the last 15 years.

Tony’s active on ACI, ASTM and TRB technical committees and serves as chairman of Consortium III overseeing the development of Life-365 (tm), Service life and life cycle model. (www.Life-365.org)
Kenneth LaBry
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Kenneth LaBry is a Physicist with over 25 years of experience in Underwater Acoustic Remote Sensing, having directed numerous substructure inspections and site assessments. He has patented Underwater Acoustic Remote Sensing technology and is the recipient of regional and national awards for the implementation and dissemination of Underwater Acoustics in submerged structure inspection. He has published in numerous technical journals and serves on several committees with the Marine Technology Society.

Brian Leshko
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Brian J. Leshko is a Vice President, Principal Professional Associate and HDR’s Bridges & Structures Inspection, Management and Operations Program Leader based out of Pittsburgh, PA. He received his B.S.C.E. from the United States Air Force Academy in 1985, an M.S. in Structural Engineering from the University of Connecticut in 1990, and a Master of Civil Engineering with an emphasis in Structural Dynamics from The Johns Hopkins University in 1994. Brian served 7 years on Active Duty as a U.S. Air Force Civil Engineering Officer with assignments as a Construction Engineer, Quality Assurance Evaluator, and Instructor of Civil Engineering at the United States Air Force Academy. He has devoted the last 21 years of his career as a bridge engineer and inspector. His experience includes in-depth bridge and tunnel condition inspections, rehabilitation designs, and ratings by working stress and load factor methods. He is an FHWA/NHI-Certified Bridge Safety Inspector and a former SPRAT-Certified Level I Rope Access Technician with extensive rope access and structure climbing experience inspecting large and complex structures, including tunnels, pipeline structures, boat locks, plate girder, box girder, arch, suspension, cable-stayed, segmental concrete and various truss bridges. Brian has been a Professional Engineer since 1992, and he is registered in 16 states.

Jingjuan Li
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Ms. Jane Li, PhD, PE, SE, is a Senior Project Manager in Lochner’s Bellevue, Washington office. Ms. Li’s extensive experience includes long span bridges (including one award-winning cable-stayed bridge), movable bridges, award-winning airport taxiway bridges, elevated airport terminal viaducts, building and bridge mixed structures, and retaining wall structures. Ms. Li also has expertise with post-tensioned prestressed box structures, state-of-art displacement-based seismic design and retrofit, and advanced nonlinear finite element analysis.

Evelyn Liang
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Evelyn Liang, PE is the lead engineer of Sunset Blvd and Skirball Center Drive Overcrossing Bridges that are part of I-405 Sepulveda Widening Project. Evelyn has 8 years of professional engineering experience and 6 years with HNTB working on multimillion dollars transportation projects in California.

Christopher Ligozio
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Chris is a graduate of the civil engineering program at SUNY Buffalo and currently serves as Senior Structural Engineer with the Chicago Office of KPFF. He has 20 years experience in bridge design and evaluation, with expertise in the inspection, evaluation, and repair of bridges and other infrastructure. He has led service life extending rehab studies for several major river crossings and helped design the first North American stay-cable replacement program. He is a registered professional engineer in New York and a registered structural engineer in Illinois.

Kaiyuan Liu
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Kaiyuan Liu joined Parsons Brinckerhoff in Seattle as a lead structural engineer since March 2013. With PB, he has been working on the west approach bridge design for the WA SR520 floating bridge replacement project. Before joining PB, he worked for Berger ABAM as a structural engineer for more than 6 years. At Berger ABAM, he completed the design and analysis for a couple of post-tensioned balanced cantilever bridges on SR 520 (serve as east approach bridges for SR 520 floating bridge) and also worked on a few middle or small-span bridges for WSDOT; he also acquired extensive experience in marine structural engineering through planning and designing a couple of mega port projects in Panama.
and Vietnam. Kaiyuan earned his doctorate degree from the University of Wyoming; his research activities focus on heat-straightening repair of steel bridges and the material properties of steel being heat-straightened. Before coming to US, he received his Master and Bachelor degrees in China, both in Bridge Engineering. He also worked in China for 3 years as a bridge engineer.

**M. Lee Marsh**  
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Lee Marsh is a Principal and Seismic Specialist for BergerABAM. He has 30 years of experience, many of which have been in the bridge engineering area. He was part of the team that developed the Guide Specifications for LRFD Seismic Bridge Design, and he helps the AASHTO T-3 seismic committee maintain both the seismic guide specifications and the LRFD Bridge Design Specifications seismic provisions. He has taught earthquake engineering at both WSU and UW and currently teaches the NHI seismic design course for bridges. Additionally, he recently led the effort to develop a NCHRP synthesis on Performance Based Seismic Design of bridges.

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**Elmer Marx**  
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Elmer Marx has been a bridge design engineer for the Alaska Department of Transportation and Public Facilities for over 20 years. He is a design squad leader in the Bridge Section. Elmer earned his undergraduate and graduate degrees in civil engineering from the Pennsylvania State University.

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David is a graduate of the University of Illinois and has been in bridge design for 30 years from his early days at the Illinois Department of Transportation to his current position in bridge design at KPFF.

**Jeff Mellor**  
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Jeff Mellor is a Construction Specialist with Buckland & Taylor and focuses on the rehabilitation of existing bridges as well as design and erection engineering for new bridges. He has worked as a structural engineer in New Zealand and the UK and now resides in Canada.

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Avenue for a new bicycle and pedestrian path that will run parallel to I-5 on the west side. The two-span, 260-foot-long, 18-foot-wide, cast-in-place reinforced concrete box girder bridge was designed for an extreme horizontal curve (115-foot radius). The bridge will be supported on a single-column bent and diaphragm-type abutments, which serve as a creative solution to handle the torsional demands imparted by the superstructure. The unusual curvature of the bridge required a high level of analysis for the superstructure that included development of a grillage model and a 3-D finite element model.

The grillage model, used to design the bridge, was developed in accordance with the guidelines included in the 2008 NCHRP Report 620 “Development of Design Specifications and Commentary for Horizontally Curved Concrete Box-Girder Bridges” (Nutt, Redfield and Valentine). The model consisted of longitudinal beams located along each girder line and transverse beams to model the bridge deck, soffit, and all diaphragms along the span.

The 3-D finite element model was developed to confirm appropriateness of the grillage methodology, as well as to perform a full independent check of the design. Thin shell elements were used to model the deck, girders and soffit. The shell finite element method implicitly captures issues related to high degree of curvature including shear-flexure-torsion interaction, shear lag, and twist deformations due to distortion of the cells. To supplement the independent check of this non-standard structure, the designers elected to seek out peer review of the design methodology.
Aesthetics were a major consideration for this bridge. Close coordination with the City of San Diego, Caltrans and the bike coalition was required. The horizontal curve of the bridge was ultimately chosen not only for the functional purpose of providing an uninterrupted pathway across Genesee Avenue for the benefit of the bicycle users, but also to provide a uniquely shaped signature structure for the coastal corridor. Integral colored concrete, column flare, pilasters behind each abutment, form liners, weathering steel railing and lighting integrated into the concrete barrier faces were all added to the final design of the project to complete the desired aesthetic theme.

The project was greatly accelerated in order to take advantage of additional state funding sources that became available as the planning phases of the project progressed. This required completion of a full PS&E package including final approval by Caltrans Office of Specially Funded Projects in a matter of four months, which included nearly one month of review time for Caltrans. The design team was successful in meeting this challenging deadline.

Aleksander Nelson
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Mr. Nelson is a Senior Project Manager for the transportation group in HDR’s Omaha office. He has served as project manager and lead structural engineer on many design and inspection projects. His background includes extensive experience in complex design and modeling as well as conventional and specialized access inspection of bridges and other structures.

Scott Nettleton
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Mr. Nettleton has 23 years of professional experience (11 years with the Oregon Department of Transportation), and is a Senior Bridge Engineer and Project Manager for T.Y. Lin International (TYLI). He has professional experience in bridge engineering (nearly 500 PCPS girder designs), project management, structures materials inspection, specifications, roadway geometrics, and construction support. He has served in a Senior Engineer and/or Design Manager role on 7 design-build projects and has also participated in multiple CM/GC projects as a Senior Engineer. The combined experience, with a sum construction volume exceeding $1.3 billion, has given Scott extensive knowledge of alternative delivery methods and coordination. Beyond this, he is exceptionally knowledgeable of bridge architecture and aesthetics, construction methods, design methods, and maintains a diverse project experience portfolio.

Pinar Okumus
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Pinar Okumus is an assistant professor at State University of New York at Buffalo. She obtained her PhD degree in Civil Engineering at University of Wisconsin, Madison. Her research interests include pretensioned concrete bridge members and their non-linear response, as well as rapid construction technologies.

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Bridge engineer with experience in the design of bridges in the Pacific Northwest.

Jason Pang
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Jason Pang is a project engineer at KPFF Consulting Engineers in Seattle, Washington. As part of the Civil/Structures Division, he specializes in heavy civil-structural and waterfront structures, including floating bridges, naval CVN piers, and underground tunnel structures. He studied at the University of Hawaii and the University of Washington, where he focused his research on Accelerated Bridge Construction and precast bridge connections. Prior to relocating to the Northwest, he worked as a civil engineer doing land development and in structural doing residential design.

Matthew Paradis
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Matthew Paradis, PE. Matthew has been a bridge engineer with HNTB since 2004. His expertise includes structural engineering, construction support, and rail and movable bridge design. Matthew has worked in California, Massachusetts and New York for clients such as BART, the Golden Gate Bridge District, the Port Authority of New York and New Jersey, and the Massachusetts Highway Department.
Daniel Pavela  
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With over 30 years of construction and engineering management experience as a Resident Engineer and Construction Engineer, Mr. Pavela has achieved a solid track record managing complex construction projects in transportation, building, and marine facilities. He is especially knowledgeable in movable structures, steel truss and plate girder, and segmental bridges. Dan has provided constructability review of a wide variety of projects and has the unique ability of drawing on both his experience as a contractor and as a resident engineer to provide a thorough review of a project from its early design through pre-bid. During his career, Dan was involved in forensic failure investigations examining localized failures of concrete structures and the consequences of Post Tensioning inadequacies. Exceptionally adept at resolving construction/field engineering issues and creating and reviewing complex CPM schedules Dan has been key to a number of crucial claim resolution scenarios. Hands-on field experience includes inspector, contractor, and Resident Engineer. This diverse background enables Dan to liaise between design engineers and contractors to mitigate in-field construction issues before they become a problem.

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Shannon Post has over thirty years of experience in the design and construction of bridges and other ancillary structures with the California Department of Transportation. She currently serves as Office Chief for a structural office responsible for the design and technical standards for a variety of ancillary structures, including culverts and underground structures, signs, bridge barriers, soundwalls and joints and bearings. She also manages the effort for hydraulic analysis on a statewide basis.

Gregg Reese  
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Gregg A. Reese, P.E., is the President of Summit Engineering Group in Littleton, CO. He has worked in the field of structural engineering with a focus on bridge design and construction for thirty years. He is currently involved in the design and construction of numerous concrete bridges in Colorado, California, Florida and Texas. He holds a BSCE and MSE from the University of Texas.

Kelley Rehm  
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Kelley C. Rehm, is a licensed Professional Engineer serving as the Program Manager for Bridges and Structures with the non-profit association AASHTO (America Association of State Highway and Transportation Officials). She works nationally with all 50 state Departments of Transportation and their Bridge Divisions to manage updates to codes and specifications that are federally mandated for use in bridge design, construction and inspection. She also helps to promote needed research in the area of bridges and structures. Kelley has over 17 years experience in bridge design, construction and management working both as a private consultant and before that as a design engineer with the Kentucky Transportation Cabinet. Kelley also is a contractor in independent research with NCHRP, and other consultants and Universities. Currently she is a member of the Board of Directors for the non-profit organization Bridging the Gap Africa. This organization builds footbridges for rural communities in East Africa where walking is the main mode of transportation. These footbridges help prevent deaths from drowning and animal attacks as well as connect the communities to marketplaces, schools and healthcare. Kelley is the lead engineer for the organization and the chair of the Technical Advisory Committee. Kelley has a Bachelors Degree in Civil Engineering from the University of Kentucky as well as a Masters Degree in Structures also from the University of Kentucky.

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Nick Rodda is a Bridge Engineer with the WSDOT Bridge and Structures Office in Tumwater, WA. He has a Bachelors Degree in Civil Engineering from the University of Washington and has worked in bridge design for the last 7 years.

William Rodriguez  
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William Rodriguez is a licensed Senior Bridge engineer at TYLIN International in Tempe AZ. He has over 20 years of experience in structural engineering specializing in bridge design, construction and management.
He has worked in various types of bridges including precast-prestressed, post-tensioned, c.i.p. reinforced concrete, steel plate girders and steel truss bridges.

William Rodriguez has a Bachelors Degree in Civil Engineering and a Masters Degree in Structures from Polytechnic University in Brooklyn, NY.

Jeff Rowe  
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With over 20 years of experience, Jeffrey Rowe, PE is a senior structural engineer with expertise in above and below water bridge and waterfront facility inspection, structural design and construction engineering. He has performed bridge inspections in a multitude of environments worldwide for federal, state and local government agencies. He is a Federal Highway Administration-certified instructor for the National Highway Institute, having developed and taught NHI Course No. 130091, Underwater Bridge Inspection and NHI Course No. 130053, Bridge Inspection Refresher Training. He is also certified as a surface-supplied air diving supervisor by the Association of Diving Contractors International, a not-for-profit trade organization promoting training, education and safety in the commercial diving industry. He is active in the BrM (formerly Pontis) User Group, participating in regional meetings, training and conferences. He has presented papers to the national Transportation Research Board and has taught and lectured at both The Citadel and Clemson University on a variety of engineering topics.

M. Saiid Saiidi  
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Dr. Saiid Saiidi is a professor of civil engineering at the University of Nevada, Reno. He has been active in bridge earthquake engineering research with emphasis on innovation and advanced materials. Has more than 440 publications and is a registered engineer in Nevada and California.

Kenneth Saindon  
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Ken has 19 years of experience in bridge engineering, encompassing all phases of project delivery from scoping through design development to services during construction.

The majority of Ken’s project experiences include unique, complex bridges requiring consideration of construction means and methods.

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Scott Sargent

Scott Sargent graduated from the University of Washington in 1997 after earning a Bachelor of Science Degree in Civil Engineering. Scott has worked for WSDOT Bridge and Structures office for the last 16 years as a bridge design, specification, and cost estimating engineer.

Curtis Schroeder  
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As a structural engineering EIT and Certified Weld Inspector for Fish & Associates, Inc. in Madison, WI, Curtis’s background is in structural analysis, fatigue evaluation, and fracture mechanics. He received a Bachelor of Science in Civil Engineering from Michigan Technological University in 2009 and a Master of Science in Civil Engineering from Purdue University in 2011. He has subsequently been involved with phased array ultrasonic testing with Fish & Associates through research and development of scanning procedures for weld, pin, and section loss inspections, and the application of flaw sizing techniques to Fitness-for-Service evaluations of flawed members.

Mohammad Sheikhzadeh  
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Mo has 34 years of experience in bridge design and construction. He hold a B.S. degree in Civil Engineering from Utah State U. and a M.S. in Civil Engineering from UW. He currently serves as the Segment Construction Manager at David Evans and Associates.

Peter Smith  
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Peter Smith has 19 years of structural engineering experience with the last 14 years specializing in the design and management of bridge projects. Mr. Smith received a Bachelor of Science (B.S.)
degree in Civil Engineering in 1994 from Temple University and a Master of Science (M.S.) in Structural Engineering from the University of California, San Diego in 1999. He has been a Registered Professional Engineer in California since 1999. Mr. Smith joined T.Y. Lin International in 2004 and has been involved in the design of railroad bridges, cast-in-place and precast concrete bridges, and the seismic retrofitting of steel and concrete bridges. His experience also includes the design of complex soldier pile and tieback retaining walls for temporary and permanent conditions. Mr. Smith manages projects from conceptual design through construction. Mr. Smith has served as an advisor and judge for the ASCE Steel Bridge Competition at UCSD and has been actively involved with the San Diego Chapter APWA Transportation Committee for the past 7 years.

Anne Streufert  
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Anne Fabrello-Streufert is an Associate with KPFF Consulting Engineers. She has been working in KPFF’s Civil/Structural Group in Seattle on bridge and waterfront projects for 12 years. A majority of her work includes prime project management and structural engineering for bridge projects throughout Washington State and the Pacific Northwest. She is also a NBIS/WSDOT certified bridge inspector.

James Struthers  
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Mr. Struthers is an Engineering Geologist with approximately 20 years of professional experience in geotechnical and environmental practice. Educational background includes undergraduate studies in Geological Sciences at the University of Washington and graduate studies in tectonics/structural geology at the University of Nevada, Las Vegas. He has spent the past 12 years with the Washington State Department of Transportation where he currently serves as the headquarters geotechnical lead for projects with unusually large scope, geotechnical risk, or alternate delivery mechanisms. Recent program involvement includes the Alaskan Way Viaduct and SR 520 Floating Bridge programs.

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Bruce Thill is currently the Bridge Asset Manager with the Washington State Department of Transportation. He holds a bachelor’s degree in civil engineering from University of Nebraska, Lincoln. His work experience includes 3 years of small business, 10 years of bridge design, Bridge Design Manual editor, 3 years as bridge inspector. Current duties as Bridge Asset Manager include scoping and cost estimation of repairs, concrete overlays and bridge asphalt paving.

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Currently employed with WSDOT, and have 30 years plus civil and structural design and construction experiences.

San Liang (Sammy) Tu  
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Mr. Tu is a senior structural engineer at ARUP. He is register road and bridge engineer in China, P.Eng in Ontario and British Columbia of Canada, and PE & SE in Washington and California. Mr. Tu specializes in the design for rehabilitation, retrofit and replacement of bridge structures in seismically vulnerable areas. His project experience includes the design of steel girder and truss bridges, prestressed and post-tensioned concrete girder bridges, composite bridges, segmental bridges, cut-and-cover tunnel, timber bridges, railway/roadway grade separations. Sammy is intimately familiar with bridge practice standards in the western US and Canada. He has sophisticated knowledge of complex structural analysis including: geometric and material nonlinear analysis; finite element methods; and site specific seismic response spectra development. His career encompasses both domestic and international project assignments. Through this extensive experience, he has demonstrated strength in innovation & creativity to diagnose and resolve intricate technical problems.
Fletcher Waggoner
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Fletcher Waggoner is a Principal Engineer @ Sunnyvale, California based SC Solutions, Inc., with 25 years experience in earthquake resistant design and analysis. During his career, he has performed service and seismic design on many types of structures ranging from cable-supported bridges and thin concrete shells, to pipelines, industrial facilities, wood framed buildings, ordinary viaducts/overpasses, and most currently, seismically isolated bridges.

Huanzi Wang
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Dr. Wang has extensive experience in designing transportation structures. Dr. Wang is also active in the research field and stay informed of the latest knowledge in the structural engineering. He has many publications in the structural engineering and serves as peer reviewer for many prestigious international journals.

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Chester Werts is a Senior Bridge Engineer for HDR Engineering with twenty-four years of experience in the design and construction of highway, rail and pedestrian bridges. He received his Bachelor of Science degree in civil engineering from San Jose State University and his Master of Science degree in structural engineering from Stanford University. Chester’s project experience includes design and construction engineering for the Hoover Dam Bypass Bridge in Las Vegas, Nevada. His most recent project was the St. Croix River Crossing connecting Stillwater, Minnesota and St. Joseph, Wisconsin. He has been working on the Bayonne Bridge Project for approximately one and a half years and served as the approach superstructure design lead. He is currently involved in construction support for the Bayonne Bridge.

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Thomas Wilson
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Tom Wilson works as a project manager, technical resource and structures group lead in the Seattle office of Parsons Brinckerhoff, a nationally ranked transportation engineering and construction management firm. Tom has 22 years of experience in the design and construction of transportation facilities throughout the western United States including highway, transit and heavy rail structures. Raised in Anchorage Alaska, Tom attended college at the University of Portland in Oregon, graduating with his Bachelors’ degree in 1988. After being awarded a Valle scholarship to study overseas in Denmark for a year, he received a Masters in Civil Engineering from the University of Washington in 2005.

Starting in early 2008, Tom served as both structures lead and deputy project manager for the D to M Streets Project supporting it from the proposal/interview phase, through design and construction, to it’s opening in October of 2012.

Scott Wyatt
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Mr. Wyatt has 17 years experience as a consulting bridge engineer. His work has encompassed design, inspection, condition evaluation, and rehabilitation for virtually every bridge type. He has extensive experience employing numerous nondestructive testing technologies for diagnostic forensic evaluation of bridge structures spanning new construction to turn of the century historic structures. His condition evaluation projects have included stay cable, suspension, tied arch, and post-tensioned segmental structures and his design experience includes truss, stay cable, plate girder, rolled beam, prestressed girder, deck slab, and cored slab bridges.