2.2.6 PROPOSER'S PROJECT MANAGEMENT for CA/CEI SERVICES

A. Describe Proposer's management and organizational structure, and how that structure aids the delivery of project Services - including chain of command.

KPFF's success is built on our ability to **develop and maintain longstanding relationships** with our clients. We believe that providing our clients with quality service and conducting our work with honesty, integrity, and transparency leads to successful projects. Our focus on relationships also means that we place a priority on maintaining connectivity between project design and construction phases. KPFF's design project managers and engineers continue involvement in their projects in the construction phase, aiding the delivery of CA/CEI services by maintaining working relationships and lines of communication and ensuring that the CA/CEI team understands the history and requirements of the project.

In our daily operations, KPFF maintains a focus on **engineering first** and **business second**. To our employees, this means that we provide the administrative support necessary to facilitate their engineering work while allowing them to focus on providing our clients with quality project services. ***To our clients, this means that project decisions are made by competent, experienced professionals whose priority is providing quality advice, advocacy, and service.*** This focus helps create a culture that aids the delivery of CA/CEI project services by encouraging our employees to perform their work according to the best interests of our clients and our profession.

KPFF has a **flat management structure** with minimal hierarchy and overhead. Our chain of command has three basic levels of professional staff responsible for project-related decisions and agreements:

- **Principals-in-charge** are senior level professionals who oversee projects and manage work group studios within the company.
- **Project Managers** are senior level professionals who actively oversee and manage projects and client relationships. PMs are responsible for making project decisions, with input from the PIC when needed.
- **Engineers and Technical Staff** carry out the tasks that make up a project and report to the PM.

The fast pace of construction projects requires a responsive CA/CEI team that will work to address contractor questions effectively and efficiently. KPFF's management structure aids delivery of CA/CEI project services by empowering our staff to be that team and to make the decisions needed to move a project forward without waiting for approval from corporate managers who are not familiar with the project. Maintaining responsibility at the project level also helps save our clients money, as it has led KPFF to one of the lowest overhead rates in our local industry.

KPFF's team **understands ODOT's established construction administration process** and the manuals that define it (e.g. ODOT's Construction Manual, Manual of Field Test Procedures, Non-Field Tested Materials Guide, Inspector's Manual, and QCCS Manual) and we have knowledgeable, experienced team members with the training and certifications to fill the roles described in these manuals. Our team has established working relationships with many of the support personnel in ODOT's Construction Section, Region Quality Assurance Teams, and Office of Civil Rights who help make each project a success (e.g. ODOT's Region Assurance Specialists (RAS), Quality Assurance Coordinators (QAC), Document Compliance Specialists, Contract Administrators, and Civil Rights Field Coordinators).

How does KPFF's organizational structure aid the delivery of project services?

- **CONNECTED:** You, our client, will know all decision makers from our team on a first name basis.
- **PROFESSIONAL:** We are focused on providing you with quality advice, advocacy, and service.
- **EFFICIENT:** We keep accountability at the project level to save you time and money.
- **EXPERIENCED:** We understand ODOT's established CA/CEI process and what it means for your project.
- **DEEP:** Our full coverage team can provide you quality services regardless of project requirements.

> "We received very few complaints during construction, thanks in large part to KPFF's simple and effective communication strategies."
>
> **Karl Wieseke, Project Manager**
> **Oregon Department of Transportation**

Finally, KPFF is a **large organization** with a **significant depth of resources**. We have 150+ employees in our Portland and Eugene offices that perform nearly all of our Oregon work and 850+ employees firmwide. Combined with the support provided by our subcontractors, this depth of resources ensures a full-service CA/CEI team that is capable of delivering quality projects, regardless of the requirements.

Describe how subcontractors will be selected for specific WOC assignments, utilized and managed to complete the projects.

KPFF's PIC and PM will select subcontractors for specific WOCs according to the following criteria:

1. Evaluate project needs: First, we will determine **required services** that KPFF is unable to self-perform based on the WOC and the project documents.

2. Meet DBE Goals: Next, we will establish a plan for meeting project goals for **DBE participation**.

3. Select appropriate subcontractor(s): Finally, we will evaluate **subcontractor qualifications** based on past performance on similar projects, required technical expertise, geographic location, key staff availability, existing relationships, and DBE status.

In general, subcontractors will fill roles on the CA/CEI team that KPFF cannot self-perform. These roles will primarily involve project inspection for projects that require unique certifications, are located outside of the Portland and Eugene areas, or require field staff commitments beyond what KPFF can provide.

KPFF expects CA/CEI subcontractors to fully commit to properly ensuring that materials and workmanship meet the requirements of the contract documents. Our PMs communicate with and review work from subcontracted field inspectors as they would with our own employees, ensuring that the team functions as a cohesive unit. We understand that managing our subcontractors is our responsibility and that we are as accountable for their work as we are for our own. For these reasons, ***KPFF does not subcontract project management or documentation.***

KPFF has assembled a team of skilled subcontractors to support our efforts on WOCs with CA/CEI components. Key subcontractors and their roles on the project team are as follows:

- **Cooper Zietz Engineering, Inc.** provides a full range of construction administration and inspection services and has been involved in multiple ODOT projects. As an Oregon-certified DBE/MBE firm, Cooper Zietz's participation on CA/CEI WOCs will enable KPFF to meet or exceed ODOT's DBE participation goals.
- **CMTS, Inc.** has provided construction management and inspection work for highway, roadway, grade separation, and bridge projects for multiple state departments of transportation and the US Department of Transportation. This includes projects for ODOT, the Federal Highway Administration's Western Region, and the City of Portland Bureau of Transportation.
- **David Place, PE**, who also assists KPFF as a design phase subcontractor, provides claims and change order support as needed.
- Other KPFF design phase subcontractors, including **Geotechnical Resources, Inc. (GRI)**, **DKS Associates**, and **Kittelson & Associates, Inc.,** provide special inspections within their disciplines, as required by project contract documents.

KPFF has longstanding relationships with the subcontractors included on our CA/CEI team. These partner firms have demonstrated their ability to provide the necessary technical expertise, responsiveness and commitment to excellence in support of KPFF's CA/CEI projects. For a complete list of our proposed subcontractors, refer to the Organization Chart on page CA-3.

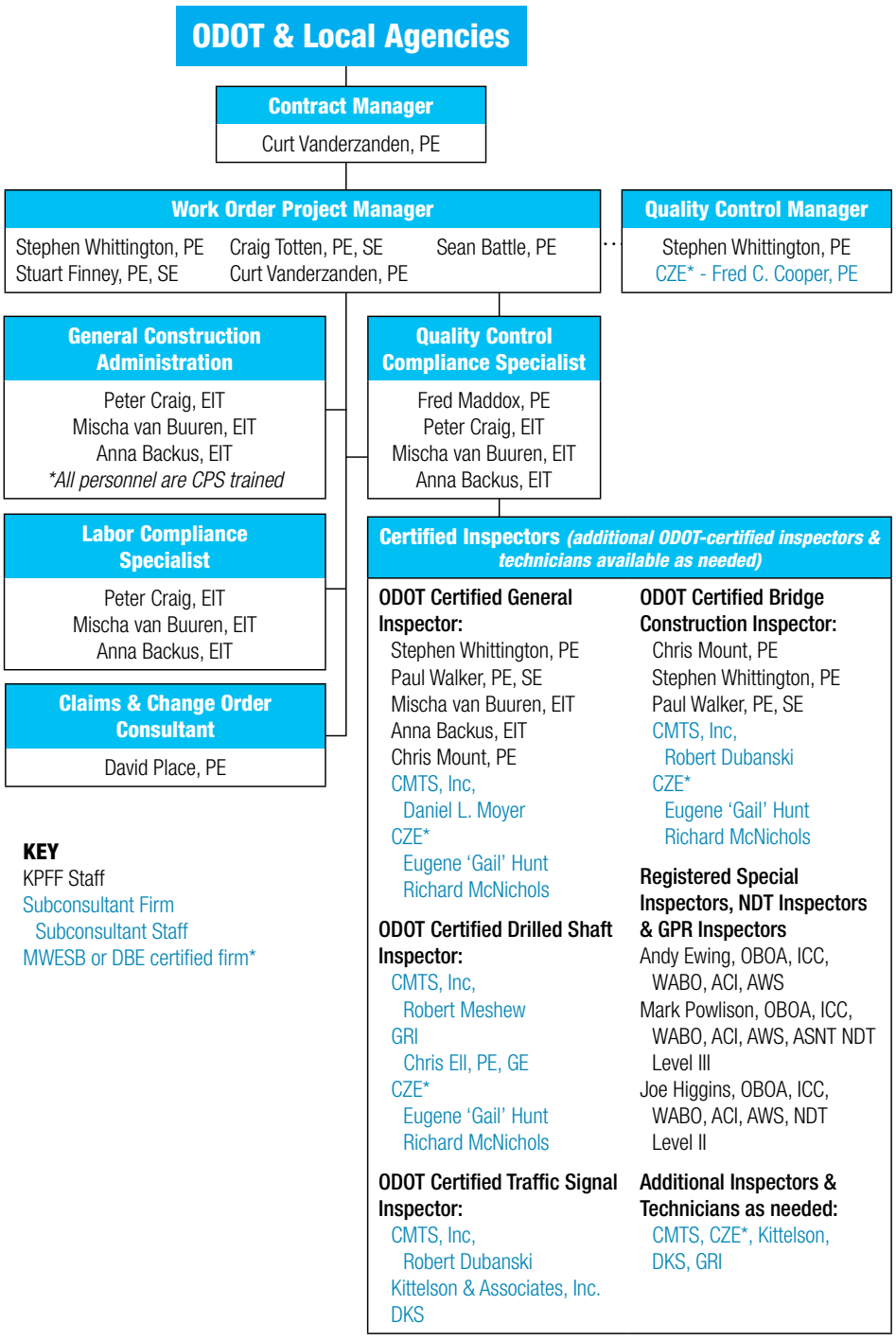
Include a list or org chart showing key staff of the prime and all subconsultants and their proposed role / discipline for CA/CEI Services.

B. Describe Proposer's methods of coordinating and expediting all elements of projects to meet delivery schedules without sacrificing quality.

Responding to client needs to expedite project schedules without sacrificing quality is one of KPFF's greatest strengths. Our full-coverage CA/CEI team can quickly mobilize qualified staff to meet our clients' schedules. We know that the benefits and costs associated with early or late completion of a construction project extend far beyond the immediate concerns of the contractors and engineers involved and we strive to understand and advocate for our clients' interests at all times.

KPFF is fully committed to assembling the team necessary to provide proper project management and quality control, regardless of schedule. The following outlines our approach to expediting CA/CEI work:

- **During project startup,** KPFF assembles the project team, schedules and begins preparing for the preconstruction conference, and dedicates the staff necessary to promptly review and return submittals from the construction contractor.
- **Once construction begins,** KPFF's PM remains in close contact with the project team, the agency, and the construction contractor to confirm that the staff we have committed to the project is sufficient to ensure that materials and workmanship meet the requirements of the contract documents.



By empowering decision making at the project level, we enable our staff to regularly respond to contractor submittals, RFIs, and change order requests in significantly less time than is required by the Standard Specifications.

Our team continuously works to support contractor proposed efficiencies where they do not detract from project quality and to evaluate the contractor's schedule to identify additional resources that will be needed to support upcoming work.

- **After construction has been completed**, KPFF places a priority on working with the agency and the contractor to resolve outstanding punchlist and documentation issues in a timely manner, allowing the contractor to receive final payment and the agency to close out the project without delay.

As these points demonstrate, CA/CEI project delivery is primarily dictated by the construction contractor. KPFF has worked on several ODOT projects where the contractor proposed a much more aggressive schedule than was anticipated in the project's design phase and in each of these instances, we have successfully increased our project staff to meet the needs of the project.

ACCELERATING DELIVERY

I-5 Bridge Vertical Clearance Improvements: Shortly after being awarded this $8.5 million contract to raise 11 overpasses along I-5, Wildish Standard Paving Co. presented the ODOT/KPFF team with an aggressive schedule that proposed completing the project a full year earlier than was planned during the project's design phase. KPFF quickly revised our project approach and expanded our project team to ensure that we could support Wildish's schedule. **As a result, ODOT was able to add a twelfth overpass to the project** through change order without extending the project authorization amount or completion date.

Describe Proposer's flexibility and approach to making adjustments to schedules or staffing in order to meet a schedule.

KPFF recognizes that there are situations where project schedules need to be adjusted to accommodate changed conditions, agency requests, and other outside influences. Our team is well staffed with dedicated professionals who are committed to the success of our clients' projects and we have the ability to accommodate any reasonable request to accelerate a project schedule. Further, we can address decisions relating to project staffing immediately, without the need to gain concurrence from upper levels of management. This ability to react to our clients' needs quickly and effectively has been a key to KPFF's long history of success.

> "Your turnaround time on submittals has been stellar."
>
> **Paul Christiansen, Project Manager, Astoria Construction Company: ODOT**

KPFF tracks and adjusts schedules and staffing during CA/CEI projects by:

- Maintaining close contact with the agency and construction contractor to identify staffing deficiencies before they become an issue
- Continuously monitoring the contractor's schedule to stay abreast of upcoming project needs
- Increasing staff time using overtime to meet short-term schedule needs, providing continuity within the project team and maintaining project quality
- Adding staff from our Oregon offices (total Oregon staff of 150+), other KPFF offices, and our subconsultants, to meet long-term schedule needs

CREATING FLEXIBILITY

OR99W - Miller Creek Bridge

The construction contractor on this $1.9 million bridge replacement project, Tom Ayres General Contractor, experienced significant delays when a key material supplier could not meet their delivery schedule. In order to complete the project on the original schedule, Mr. Ayres proposed extending the project's permitted in-water work window by several months. KPFF mobilized the subconsultants needed to prepare and obtain USACE approval for this extension and the contractor was given the flexibility he needed to complete the project on schedule.

C. Provide a concise summary of Proposer's Quality Control procedures and policies for CA/CEI Services.

KPFF understands the importance of administering CA/CEI quality control in accordance with the requirements of the contract documents and established ODOT policies and procedures as defined in the Construction Manual, Manual of Field Test Procedures, Non-Field Tested Materials Guide, Inspector's Manual, and QCCS Handbook. We are committed to fully understanding and implementing these requirements at every stage of construction to ensure that each project is completed to ODOT's satisfaction.

Because it is critical to establish quality control as a priority early in CA/CEI projects, KPFF's CA/CEI process will begin with the following key steps:

1. KPFF's Project Manager (PM) will meet with ODOT's Consultant Project Manager (CPM) to discuss project quality control including ODOT's expectations, key areas of concern, and ODOT personnel (Region Assurance Specialist, Quality Assurance Coordinator, etc.) who will support the implementation of KPFF's quality control plan.
2. KPFF's PM and CA/CEI Quality Control Manager (QCM) will meet to assign project team members and outline the project quality control plan based on the contract requirements and established ODOT policies and practices.
3. The project team and QCM will meet to discuss and further define the quality control plan and roles within the team.
4. At the preconstruction meeting, the project team will present the quality control plan to and solicit input from the construction contractor. The plan will be updated if changes are identified.
5. Once the project quality control plan is fully developed, KPFF's Quality Control Compliance Specialist (QCCS) will meet with ODOT's assigned Region Assurance Specialist (RAS) to review the structure of the project quality and quantity documentation and to establish the documentation review process and schedule.

During construction, KPFF's QCCS, with oversight from the PM and QCM, will facilitate communication between the construction contractor, project inspector(s), field quality control technicians, and ODOT to:

- Ensure that materials and workmanship meet the requirements of the project contract documents.
- Ensure that the work is witnessed and documented in accordance with the contract documents and established ODOT policies and practices.
- Ensure that ODOT's assigned Quality Assurance Coordinator (QAC) is given adequate notice to schedule and perform the required quality assurance verification testing, as defined in the Manual of Field Test Procedures.
- Ensure that deficiencies discovered by the RAS during the project documentation review process are promptly corrected.

Once construction is complete, KPFF's team will work with ODOT and the construction contractor to finalize the project documentation and submit the semi-final package to ODOT in a timely manner.

Quality Control Approach

QC Team Members	QC Tasks
Project Manager (PM) • Stephen Whittington, PE, SE • Stuart Finney, PE • Curt Vanderzanden, PE • Craig Totten, PE, SE • Sean Battle, PE	• KPFF's representative responsible for contract administration. Reports to Agency Project Manager. Usually the Engineer of Record.
Quality Control Manager (QCM) • Stephen Whittington, PE, SE • Fred Cooper, PE *(Cooper Zietz Engineers, Inc.)*	• Oversees KPFF's application of the ODOT Quality Assurance Program
Quality Control Compliance Specialist (QCCS) • Fred Maddox, PE • Peter Craig, EIT • Mischa van Buuren, EIT • Anna Backus, EIT	• Ensures materials incorporated into construction projects are in compliance with plans and specifications

"KPFF successfully developed an alternative approach and creative design that saved TriMet significant costs in design and construction, met our budget, and greatly reduced right-of-way and traffic impacts for the modifications."

Leah Robbins
PM/LR East Segment Director, TriMet

2.2.7 PROPOSER'S COST EFFECTIVENESS for CA/CEI

A. Describe the specific efforts Proposer makes to ensure tasks and deliverables are completed in the most cost-effective manner.

As a flat organization, KPFF maintains a focus on efficiently providing quality services by empowering our employees to make decisions at the project level, reducing overhead costs and increasing accountability.

KPFF ensures that CA/CEI services are completed in the most cost-effective manner by:

- **Writing a clear and comprehensive scope** at the beginning of the project, establishing a common understanding between KPFF and the Agency of anticipated requirements and making it possible to recognize and address changes to those requirements
- **Establishing and maintaining open lines of communication** with the construction contractor and the Agency, ensuring that our work is coordinated with the contractor's schedule, that we avoid staffing miscues, and that we identify and resolve disagreements at the lowest possible level
- **Working with the construction contractor** to identify efficiencies and cost savings in all aspects of the project, proving ourselves to be team members who are committed to creating a successful project for everyone involved
- **Prioritizing a short turnaround time** for contractor submittals and RFIs, avoiding costly delays and providing the contractor with more time to revise submittals and proposals that are deemed unacceptable for use on the project
- **Monitoring project costs** against project progress to identify schedule delays or cost overruns at the earliest possible time
- **Valuing long-term client relationships** and judging our success not just by individual project outcomes but by the long term relationships we maintain, ensuring that we will be your partners in the project no matter what challenges we face

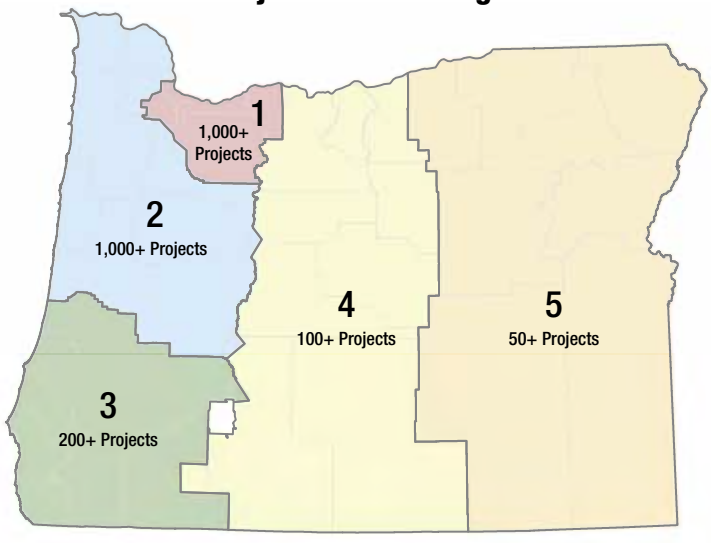
Explain how Proposer ensures all travel, lodging, and per diem expenses are as low as possible.

While the Oregon offices for KPFF and our subcontractors are primarily located in the Willamette Valley, we routinely work throughout the state. The map below shows the locations and volume of projects that we have completed in the past 10 years across ODOT's five regions, illustrating our ability to work efficiently and competitively anywhere in the state.

Because they require a regular presence on the project site, CA/CEI projects also require a different approach to managing and controlling travel, lodging, and per diem costs than PE-Design projects. KPFF and our subcontractors minimize these expenses for CA/CEI projects by:

- **Encouraging project staff to be budget and cost conscious** with our clients' money in the same ways they would with their own money, minimizing reimbursable expenses by eliminating unnecessary spending
- **Using local inspection staff** wherever possible to eliminate unnecessary travel (our team includes inspectors based in ODOT Regions 1, 2, and 3)
- **Identifying and employing long term rental rates** to reduce reimbursable costs, passing savings on to our clients. As an example, it is often less expensive to rent an apartment for our inspectors monthly, instead of renting a hotel room daily or weekly. Further, if multiple inspectors are involved in a project, they may be able to share accommodations.
- **Planning trips to accomplish more than one task** and scheduling visits to projects in the same geographic area back-to-back so costs can be shared between projects, reducing expenses for both clients

KPFF Projects in ODOT Regions



B. Describe the specific methods, tools, and processes Proposer uses to develop the estimate for Services.

Unlike design projects, the cost of CA/CEI services is determined largely by outside influences including the construction contractor's schedule, weather limitations, and the availability of construction materials and equipment. KPFF accounts for these variables in developing fee estimates for CA/CEI services using the following process:

STEP 1 Using **contract documents** and **coordination with the agency PM**, we determine key roles that need to be filled to ensure the project is completed according to contract documents.

STEP 2 Using the **preliminary construction schedule** developed during the design phase, we estimate how many people are needed in each role and how many hours each person will be required to work for specific phases of the project.

STEP 3 Once staff are selected to fill the needs determined in steps 1 and 2, we use **hourly billing rates** for the selected personnel to draft an initial fee estimate.

STEP 4 In addition to known project costs, we identify and discuss changes and problems that could arise during the course of the project and determine **contingency items** and amounts for the items that should be anticipated.

FINAL FEE ESTIMATE

Once a fee estimate has been developed, it is submitted to the Agency PM along with the necessary supporting documentation. If the Agency PM feels that a component of the fee estimate is not fair or reasonable, that component is discussed and necessary changes are negotiated and incorporated into the estimate.

How does Proposer ensure that estimates for Services are fair and reasonable to both the government and Proposer?

KPFF is committed to being a trusted advisor to our clients. As a part of this commitment, we place great importance on being open and honest about our costs during the fee negotiation process.

We use the following methods to ensure that estimates for CA/CEI services are fair and reasonable to both us and our clients:

- After the project is awarded, we review the construction **contractor's proposed schedule** to confirm that the assumptions made in our fee estimate are accurate. Schedule differences that lead to significant changes in the estimate (in either direction) are promptly discussed and resolved with the Agency's PM.
- Field personnel (inspectors, technicians, etc.) are selected for the project based primarily on their qualifications, but consideration is also given to their **proximity to the project site.** By staffing these roles with local people, we limit reimbursable travel and lodging expenses.
- Staff qualifications are reviewed to ensure that selected **personnel are not over-qualified** for their roles on the project, as this could lead to either the Agency over paying or KPFF being under compensated for provided services and expertise. As an example, a PM level employee would not typically be used as a project inspector.

In addition to striving to present fee estimates that are fair and reasonable for everyone involved, KPFF works to maintain open communication about project budgets with our clients. ***If additional savings or costs are identified during construction, we promptly present these changes to the attention of the Agency PM and discuss implications to the project.***

> "KPFF has managed the project very well. I appreciate their responsiveness and professionalism."
>
> **Ken Kohl, Project Manager, ODOT**

2.2.8 PROJECT TEAM & QUALIFICATIONS for CA/CEI SERVICES

A. Describe experience (which may include experience while working for the Proposing firm or for other firms) of Project Manager(s) with CA/CEI Services on projects similar in nature and complexity to the projects described in this RFP.

> "Stephen [Whittington] has shown a genuine willingness to go the 'extra mile' in order to effectively communicate complex design issues with project personnel. He does not need to be reminded of the 'sense of urgency' we often require during construction and has been available and helpful during many of these crises."

Charles Fell, Senior Civil Engineer
City of Vancouver, Vancouver Pedestrian Land Bridge

KPFF's PMs work to effectively manage each WOC so that it is completed on time and within the approved project funding. Because problems during construction can easily lead to schedule delays and unexpected costs, KPFF's PMs continuously work to:

- **Expedite reviews** of submittals and RFIs, treating responsiveness as the highest priority
- **Establish and maintain open lines of communication** between the agency, the construction contractor, other stakeholders, and the public
- **Address and resolve disagreements** at the lowest possible level, preventing change orders and claims
- **Monitor construction progress** to identify and mitigate potential cost overruns and schedule delays while they can be prevented

Our project managers are also supported by a Special Inspections group of highly experienced ICC certified and OBOA registered inspectors who can staff and manage projects that include inspections of rebar, prestressed concrete, structural steel fabrication and erection, structural masonry, and proprietary anchors. We are also equipped, staffed, and certified to provide non-destructive testing (NDT) services including ultrasonic testing, magnetic particle testing, and penetrant testing, as well as such diverse services as load testing of anchors, pull testing of overlays and shotcrete, corrosion surveys, and other structural investigations. KPFF is also equipped to provide ground penetrating radar (GPR) to evaluate existing structures and locate rebar and safe places for penetrations.

The following table provides information about our PM's CA/CEI project management experience and highlights our practice of maintaining the same PM through both the design and construction phases of a project, ensuring that the CA/CEI team understands the history and requirements of the project. Each of KPFF's project managers has extensive experience managing projects through the construction phase for public agencies. Their project experience spans across all five ODOT regions, with small and large projects of varying scope. All of our PMs consistently deliver successful interdisciplinary projects, during both design and construction phases.

A brief summary of relevant qualifications for each of our proposed PMs follows below. More detailed information is available on the resume forms provided in part 2.2.8 B.

Curt Vanderzanden, PE (26 Years of Experience, 23 Years with KPFF)

"Curt is a knowledgeable and talented engineer and an effective project manager. He's been a true asset to the team." – Elizabeth Mahon, Project Manager, Portland Bureau of Transportation

Curt's experience leading multi-discipline teams in the delivery of transportation projects spans from the SE Water Avenue project for the City of Portland in 1994 to the current SE Division Streetscape project. His experience encompasses ODOT and local agencies projects. He plays a key role in these projects, from conceptual design through construction administration and is known for his responsiveness to project needs during construction and ability to build productive relationships with construction contractors.

Craig Totten, PE, SE (21 Years of Experience, 17 Years with KPFF)

"I know I can count on KPFF engineers (Craig) to be a valuable and responsible local partner on my projects." - Leah Robbins, PM/LR East Segment Director, Capital Project Department

Craig is a structural engineer and principal with KPFF with a passion for working on transportation structures to improve the built environment. He has managed some of KPFF's more complicated and difficult public projects, including the seismic retrofit of five historic steel trusses for the Portland Water Bureau, widening and strengthening of the Steel Bridge Glisan Ramp for TriMet and design of ODOT's Hilgard Interchange bridge over I-84 as part of Bundle 206.

Stephen Whittington, PE (18 Years of Experience, 9 Years with KPFF)

"Thanks much for your help & service. It is invaluable to have folks like you (Stephen) assisting us in delivering a quality program!" - Carolyn Heniges, Capital Project Manager III, Clark County

Stephen is experienced with a wide range of project management skills relevant to this contract, including cost estimating, scheduling, value engineering and constructability reviews, and technical report writing. **Representative projects:** Bundle 206 Bridge Repairs & Replacement, Region 5 ($10.5M const.); I-5 Vertical Clearance Improvements, Region 2 ($8.5M const.); Sellwood Bridge Independent Design Review, Region 1 ($75M+ in savings identified on $329M budget); and Garden Way Bridge Strengthening, Region 2.

Stuart Finney, PE, SE (13 Years of Experience, 11 Years with KPFF)

"I just wanted to say that you guys are doing a great job. Your (Stuart) turnaround time on submittals has been stellar." - Paul Christiansen, ODOT Project Manager - Astoria Construction,

Stuart manages projects effectively as an integral part of the design team. He has led dozens of bridge repair and replacement projects, ranging from simple replacements to complex, state-of-the–art seismic strengthenings. **Representative projects:** Bundle 415 Bridge Repairs, Highway 30 between St. Helens & Astoria, Regions 1 & 2 ($1M+ const.); Bundle A04 Bridge Replacements & Repairs, I-5 near Cottage Grove, Region 2 ($1M+ const.); Miller Creek Bridge replacement, Region 2; North Going Street Bridge Seismic Rehabilitation, Portland, OR.

Sean Battle, PE (13 Years of Experience, 6 Years with KPFF)

Sean Battle is familiar with processes, regulations and design standards for ODOT, WSDOT and his representative projects include: I-405/Northeast Sixth Street to I-5 Widening and Express Toll Lanes; I-405/SR-520 to SR-522 Stage 1 (Kirkland Stage 1); I -5/SR 526 to US 2

A key part of the Quality Management Plan for WSDOT's recent SR 518 and SR 99 roadway improvements project involved having a clear process for resolving the conflicting requirements between three agencies with permit authority. As project manager, Sean Battle effectively dealt with this by developing a concept and documenting it in the "tri-party" storm drainage report. Final approval was granted, along with compliments from the NW Region Hydraulics Engineer as to how clear and logical the report was.

B. Complete "Key Staff Resume for CA/CEI Services" forms (next page)

NAME & TITLE

Curt Vanderzanden, PE

Principal | Project Manager

NAME OF FIRM (only if sub)

ROLE ON THIS PROJECT
Contract Manager / Project Manager / Civil Principal-in-Charge

ACTIVE REGISTRATION IN OREGON YES
DISCIPLINE Civil Engineering

EDUCATION
Associate of Applied Science

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT
26 years

Curt Vanderzanden has over 26 years of experience in civil engineering and project management, including over 15 in the management of multi-discipline teams, and a strong record of successfully delivering transportation projects. His transportation experience includes a mix of projects for local agencies and ODOT. Curt has served as KPFF's contract manager for a number of our on-call contracts with local and state agencies and has a record of responsiveness and delivering quality projects.

Curt plays a key role from concept to ribbon cutting for many of his projects, including serving as PM for CA/CEI services. He has a keen understanding of the need for a responsiveness during construction and for developing good working relationships with construction contractors in order to address issues that arise during construction while limiting impact to budgets and schedules.

Curt is well known with clients for his responsiveness and ability to maintain schedules and budgets, and his ability to work through difficult issues that often arise in the development of complex projects. Curt joined KPFF in 1986 and was named a principal in 2009.

EXPERIENCE ON RELEVANT PROJECTS

ODOT, Miller Creek Bridge Replacement, Monroe, OR
Curt served as KPFF's Project Manager for Preliminary Design and CA/CEI for this bridge replacement project on OR 99W south of Monroe. KPFF's team provided survey, environmental permitting, wetland mitigation, civil, structural and traffic engineering. KPFF worked closely with the construction contractor to facilitate a schedule that allowed the construction to be completed early and for the roadway to be reopened to traffic. **PROJECT OUTCOME:** Construction was completed more than four months ahead of schedule with change orders less than 4%.

City of The Dalles, Downtown Riverfront Connection Project, The Dalles, OR
Curt is serving as Project Manager for this multi-packaged project that includes streetscape improvements and a pedestrian undercrossing of the UPRR mainline, rehabilitation of a historic structure, a new park and a commercial dock facility. KPFF provided construction administration and inspection services for the Commercial Dock facility and the Festival Park. Services during construction included review and processing of change orders, pay request, submittals, RFIs as well as inspection services. **PROJECT OUTCOME:** Construction of the park and commercial dock were completed in September, 2012 with total construction change orders of less than 4%.

NOAA Marine Operations Center - Pacific (MOC-P), Newport, OR
Curt served as the Project Manager for this complex $29 million marine project for Port of Newport. Due to the requirements of the lease agreement, the project had to be designed, permitted and constructed within 20 months. KPFF worked closely with the construction contractor and Port personnel to facilitate rapid turnaround of RFI's, submittals and inspections to facilitate an extremely aggressive construction schedule. **PROJECT OUTCOME:** This very complex project was completed on-time and within budget.

PeaceHealth, Sacred Heart Medical Center Public Improvements, Springfield, OR
Curt served as the Project Manager for design and construction administration services for this $12 million dollar public improvement project completed in support of a new 120 acre medical campus in Springfield, Oregon. The project included grading, drainage, concrete paving, extensive utility coordination, traffic control, and provisions for future public transit facilities. During construction KPFF's team provided inspection services, construction staking, review of RFIs, submittals and change order requests. **PROJECT OUTCOME:** The project was completed on time to the satisfaction of both the client and the City of Springfield and accepted as public right-of-way in 2008.

Curt also serves as KPFF's contract manager for a number of our long-standing on-call contracts with local and state agencies including:

- Oregon Parks and Recreation Department
- Portland Bureau of Transportation
- Portland Bureau of Environmental Services
- Portland Development Commission

> "Curt provides a level of service that makes the customer seem like they are the only client."
>
> **Darrel Monk, Oregon Parks & Recreation Department**

NAME & TITLE

Stephen Whittington, PE

Associate | Structural Engineer

NAME OF FIRM (only if sub)

ROLE ON THIS PROJECT

Quality Control Manager

ACTIVE REGISTRATION IN OREGON YES

DISCIPLINE Civil Engineering

EDUCATION

BS, Civil Engineering

MS, Construction Engineering/Project Management

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT

18 years

Stephen's area of expertise is designing, managing, and constructing multi-discipline transportation projects. At KPFF, he focuses on structural design and construction inspection of bridges and other transportation projects for a wide range of clients, including ODOT, City of Portland, Multnomah County, TriMet, City of The Dalles, Metro and Port of Vancouver (WA).

Supplementing his well-rounded design experience are Stephen's years as a construction project engineer for a large, national transportation contractor. While there he served in key construction engineering / project management roles on multiple design/build and design-bid-build projects valued from several hundred thousand to more than $80M. One of his primary responsibilities was to ensure proper implementation of his firm's quality control procedures.

Stephen's experience gives him a unique and valuable skill set that makes him a particularly effective quality control manager. Hs is also certified as an ACI Concrete Field Testing Technician Grade I, an ODOT Bridge Construction Inspector and a General Construction Inspector.

EXPERIENCE ON RELEVANT PROJECTS

ODOT, I-5 Bridges Vertical Clearance Improvements, Albany to Creswell, OR

Stephen was lead structural inspector, assistant design/construction project manager and lead structural engineer for this $8.5M federally-funded project for ODOT. Twelve bridges spanning I-5 were raised between 6" and 1'-6" to provide a minimum 16'-8" vertical clearance above the interstate. He led the daily structural CA/CEI for the 12 bridge sites stretched over 60 miles of I-5. Stephen and his staff worked with the contractor to ensure their means and methods were consistent with KPFF's original intent and contract documents. **PROJECT OUTCOME:** All 12 bridges were raised without unforeseen impacts to I-5 traffic or the local overcrossing traffic. Contractor questions and submittals were consistently responded to by Stephen's staff in well under the contract specified, maximum turn-around times. An additional bridge was able to be added to the contract via change order while still meeting the original project's budget and scheduled completion date. All structural CA/CEI services were completed within budget. The project experienced very low % construction change orders (approximately 1%) related to KPFF team's services.

ODOT, I-84: Irrigon Junction – Hilgard Interchange – Bundle 206, OR

Stephen served as assistant project manager and quality control manager from scoping through to construction for the strengthening of five bridges and replacement of one bridge along the I-84 corridor in Region 5, as part of the OTIA III bridge repair program. The multi-discipline project design team included environmental, geotechnical, traffic, public involvement, survey, civil engineering, as well as structural engineering. Construction cost for the project was $10.5M. **PROJECT OUTCOME:** Helped ensure construction was effectively coordinated with the local ODOT Region (5), Union Pacific Railroad, and other local stakeholders to avoid potential schedule impacts. KPFF's team completed construction support services within budget.

TriMet, East Ramp to Steel Bridge Strengthenings, Portland, OR

Stephen completed the structural design for these modifications to the existing 3-span reinforced concrete deck girder bridge to support increased light rail train traffic across the Steel Bridge in Portland. He continued his significant involvement during construction by assisting TriMet and Portland Bureau of Transportation (PBOT) staff with the inspection of fiber reinforced polymer and internal shear anchor strengthenings – construction methods with which they had little experience. Stephen was an active participant in weekly meetings and visited the site multiple times a week to review the work and address questions. **PROJECT OUTCOME:** Construction on this critical light rail link was completed on-time within the narrow two-week rail shutdown period.

Port of Vancouver, Berth 2 Long-Term Deck Repairs, Vancouver, WA

Stephen is serving as lead structural engineer and lead inspector for concrete deck repairs and microsilica concrete overlay for this 600 ft x 100 ft marine structure. Repair work consists of hydroblasting the deck and preparing large areas of class 2 repairs for a new concrete overlay. Stephen leads near-daily inspection and documentation of the contractor's work. His staff of inspectors provides written reports for every day on site and assists with measuring pay quantities. **PROJECT OUTCOME:** Construction has been successfully planned and phased to avoid impacting the existing tenant's use of the berth.

> "Thanks much for your help & service. It is invaluable to have folks like you (Stephen) assisting us in delivering a quality program!"
>
> **Carolyn Heniges, Capital Project Manager III, Clark County**

NAME & TITLE

Fred C. Cooper, PhD, PE

Principal Engineer

NAME OF FIRM (only if sub)

Cooper Zietz Engineers, Inc.

ROLE ON THIS PROJECT

Quality Control Manager

ACTIVE REGISTRATION IN OREGON YES

DISCIPLINE Civil Engineering

EDUCATION

BS, MS, PhD - Civil Engineering

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT

As quality manager: 15 years
In profession: 38 years

Fred has over 15 years experience in quality management of design/ construction programs for: major highways, bridges, light rail transit, water and wastewater treatment facilities, other public infrastructure and military facilities. He has been responsible for project quality plan development and serving in roles of Project Quality Manager, Design Quality Control Manager, Construction Quality Control Manager, Quality Assurance Manager and Quality Auditor. He also has extensive experience in public bid document development, bidding assistance, design and constructability review, construction certification and expert witness services. Fred has consulted on numerous bridge design and construction projects, including large cable stay, concrete through arch and precast concrete, as well as interstate and state roadway projects, hydraulic and geotechnical investigations, storm water management, surface water quality, water resource development, waste management and disposal studies, and sitting of a wide range of facilities possessing significant environmental impacts and mitigation requirements.

EXPERIENCE ON RELEVANT PROJECTS

Sunrise Corridor JTA Oregon Highways 212/224 Design, Clackamas, OR

Design Quality Manager responsible for development of the Project Quality Plan and overseeing compliance for all design elements, plans and technical reports. Approves all QC documentation and certifies QC reviews for DAP, Advanced and Final Plans to construct a new road from I-205 at the Milwaukie Expressway to 122nd Avenue and some local roadway connections serving the Lawnfield Industrial District. PROJECT OUTCOME: Design completed on schedule with no unresolved or open review comments.

Highway 38 Bridge Replacement Design/Build, Elkton to Hardscrabble Section, Elkton, OR

Project Quality Manager responsible for providing independent quality control and review of design activities for the award winning project to replace 5 bridges east of Elkton Oregon. Two of the bridges were replaced by rapid replacement method, where the new bridge was constructed alongside the old bridge, then moved into place in one shift. Fred also assisted in the preparation of the development of the Design Build Team's Quality Control Plan and ensured all quality documentation per Oregon Department of Transportation procedures. PROJECT OUTCOME: Accomplished difficult construction conditions three months ahead of schedule and QC inspection and testing services were under budget.

I-5 / Clarks Branch to Tunnel Mill Race Segment Design/Build Project, Cottage Grove, OR

Project Quality Manager responsible for preparation of Project Quality Plan for design and construction plus overseeing both design and construction QC managers, QC inspectors and QC testing program for $41 million project to replace 12 freeway bridge structures. PROJECT OUTCOME: Completed within schedule and QC services were under budget.

I-5 / Sutherlin to Roseburg Section Design-Build Project, Sutherlin, OR

Project Quality Manager for the design of ten replacement bridges along Interstate 5 north and south of Sutherlin and ten miles of NB and SB Interstate Maintenance paving between Roseburg and Sutherlin. Responsible for developing the Project Quality Plan, documenting QA/QC activities, participating in QA audits and quality reporting for both design and construction activities and directing construction engineering inspection and QC testing. PROJECT OUTCOME: Completed within schedule and QC services were under budget.

I-5 / Willamette River Bridge, Eugene, OR

Design Quality Manager for a $204 million landmark bridge replacement involving north and southbound built in place concrete structures. PROJECT OUTCOME: Currently under construction and QC services under budget.

NAME & TITLE

Peter Craig, EIT
Civil Designer

NAME OF FIRM (only if sub)

ROLE ON THIS PROJECT

Quality Control Compliance Specialist

ACTIVE REGISTRATION IN OREGON

YES

DISCIPLINE

Civil Engineering

EDUCATION

BS, Civil Engineering

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT

As QCCS: 5 years
In profession: 9 years

Peter has over 9 years of experience in design and construction of transportation, infrastructure, and utility facilities, including five years of construction administration experience on public street and highway projects for both ODOT and local agencies. Before coming to KPFF, Peter worked for general contractor Kiewit Pacific Co. for 2 years, assisting in supervision of large transportation and infrastructure projects.

Peter has received ODOT training for many QCCS functions, including setting up and maintaining project documentation and generating pay estimates with ODOT's Contract Payments System (CPS), and has experience overseeing project inspectors and field technicians.

Peter places a high priority on responsiveness, communication, and transparency. Through his experience working with agency and contractor personnel at all levels, Peter has developed an appreciation for the unique challenges that both groups face and enjoys working as their interface to ensure that each project is successful for everyone involved.

EXPERIENCE ON RELEVANT PROJECTS

ODOT, Miller Creek Bridge Replacement, Monroe, OR
Peter served as QCCS for construction of this $1.9 million replacement of the Miller Creek Bridge, located on OR 99W. This federally funded project included structure, grading, asphalt paving, and environmental restoration work as well as construction staging with temporary traffic control. **PROJECT OUTCOME:** Completed on time with no claims and accepted by ODOT in mid 2009. KPFF's team received an extension to the in-water work permit during construction to accommodate the contractor's preferred schedule.

ODOT, I-5 Bridges Vertical Clearance Improvements, Albany to Creswell, OR
Peter served as QCCS for startup and closeout of construction on this $11.6 million project to increase vertical clearance of 12 bridges over I-5. This project included structure, grading, drainage, asphalt paving and traffic control work. **PROJECT OUTCOME:** Construction was completed on time, within original authorization amount, with no claims. The project was accepted by ODOT in mid-2012. Contractor efficiencies and pricing allowed for an additional bridge to be incorporated by change order within the existing authorization and schedule. KPFF responded to meet the increased demands.

PeaceHealth, Sacred Heart Medical Center Public Improvements, Springfield, OR
Peter performed construction administration for public improvements associated with PeaceHealth's new medical center and surrounding campus. The project included grading, drainage, concrete paving, extensive utility coordination, traffic control, and provisions for future public transit facilities. Peter also served as a civil designer during the design phase. **PROJECT OUTCOME:** The project was completed on time to the satisfaction of both the client and the City of Springfield and accepted as public right-of-way in mid 2008.

WSDOT, I-205 Rehabilitation, Vancouver, WA*
Peter served as the contractor's project engineer, assisting the project superintendent and field crews in all capacities on this $5 million rehabilitation of I-205 between I-5 and SR-500. The project included a dowel bar retrofit of the existing concrete pavement, replacement of failed sections of pavement, concrete grinding, asphalt cold planing and paving, and extensive temporary traffic control. One of Peter's primary responsibilities was assembling and submitting all quality documentation required by WSDOT. **PROJECT OUTCOME:** The project was originally scheduled to be completed in late 2005, but was shut down due to significant subcontractor delays and was eventually completed in early 2006. Despite delays, the project was completed within the original construction budget.

WSDOT, Tacoma Narrows Bridge, Tacoma/Gig Harbor, WA*
Peter served as the contractor's job engineer, supporting the project superintendent and field crews in all capacities on the roadway work for this $735 million design-build project to construct a new, mile long, cable-stayed bridge, over three miles of asphalt highway, relocation of an existing pump station, and extensive traffic and erosion control work. **PROJECT OUTCOME:** Safety, quality, and environmental compliance were held paramount in the execution of this project and Peter helped in management and tracking of all three.

> "The [KPFF] consultant team deserves commendation for getting us to this point so smoothly…. [D]eflections were integrated seamlessly allowing us to be where we are - on schedule."

Chip Moulds, Owner's Representative (PeaceHealth), Sacred Heart Medical Center Public Improvements

** indicates previous firm experience*

NAME & TITLE

Andy Ewing

Special Inspector

NAME OF FIRM (only if sub)

ROLE ON THIS PROJECT
Special Inspector

ACTIVE REGISTRATION IN OREGON YES
DISCIPLINE Cert. General Construction

EDUCATION
BS, Earth Sciences

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT
As inspector: 35 years
In profession: 35 years

Andy Ewing, lead for KPFF's Special Inspections group, brings more than 35 years of experience to the special inspections field. He has command over the full spectrum of materials, including soils, aggregate asphalt, concrete, structural steel, cold-form framing, and proprietary anchors. Andy places utmost importance on developing trust and a strong bond with his clients. With an inherent interest in soils, Andy began in the geotechnical investigation field. His ability to work within various challenging environments, such as structural steel, led to his career in special inspections. For the Portland Veterans Administration Medical Center, Pedestrian Skybridge, Andy was responsible for shop and field inspections of the structural steel box members. The project presented bold demands as it spanned 660-ft across a 150-ft deep canyon. Andy currently sits on the Oregon Building Officials Association (OBOA) SIP Advisory Board.

EXPERIENCE ON RELEVANT PROJECTS

OR43 Oregon City – West Linn Arch Bridge Rehabilitation Project, Oregon City, OR*
After years of service, the historic bridge spanning the Willamette River needed repairs of the concrete coating protecting the structural steel frame as well as repairs to the steel frame itself. Andrew served as project manager for the quality control subcontractor and coordinated on-site inspections of shotcrete, welding and pull off testing to evaluate bond of new shotcrete to the steel substrate. Andrew also assisted in preparation of weld procedures and establishment of mix designs. **PROJECT OUTCOME:** The project was started in the summer of 2010 and successfully completed and reopened for traffic on October 15, 2012.

Port of Portland Headquarters Office Building & Parking Garage, Portland, OR* §
In May 2010 most of the Port of Portland offices were consolidated into their new HQP2 facility at the Portland Airport. The project consisted of a new 205,000 GSF three floor, structural steel office frame atop a seven story post tensioned concrete parking structure. Andrew served as the project manager for the special inspections sub-consultant. **PROJECT OUTCOME:** The project was successfully completed in May 2010.

Camp Withycombe Armed Forces Reserve Center (AFRC), Clackamas OR* §
Project consisted of construction of the new, $74 million, 245,000 square foot structural steel AFRC and the construction of a new 35,800 square foot structural steel and masonry maintenance/storage building. Construction cost was $74,000,000. Andrew served as the project manager for the quality assurance sub-consultant and provided on-site inspections of reinforced concrete, structural masonry and structural steel welding and bolting. **PROJECT OUTCOME:** The project was successfully completed in June 2011.

College Station Residence Hall at Portland State University, Portland, OR*
Project consisted of construction of a new 16-story post tensioned concrete residence hall for PSU students. Andrew served as the project manager for the special inspection sub-consultant for the project. Andrew also provided special inspections of welding and post tensioned concrete operations. **PROJECT OUTCOME:** The project was successfully completed in the fall of 2011.

Brewery Blocks, Portland, OR* §
This project consisted of the mixed-use development of 5 downtown blocks totaling 1.7 million square feet. Construction included extensive renovation of several existing building, construction of new post tensioned concrete residential towers and new structural steel framed office space. Andrew served as the project manager for the special inspections sub-consultant for the entire project. Andrew also assisted by providing special inspections for concrete and steel construction. **PROJECT OUTCOME:** The project was successfully completed in 2005.

CERTIFICATIONS

- ACI Field Testing Technician Grade1 Certified
- ICC Reinforced Concrete Special Inspector
- AWS QC1 Certified Welding Inspector
- WABO Registered Special Inspector, WA

** indicates previous firm experience*
§ Teamed with KPFF

NAME & TITLE
Robert Dubanski
Construction Inspector

NAME OF FIRM (only if sub)
CMTS

ROLE ON THIS PROJECT
ODOT Certified Inspector

ACTIVE REGISTRATION IN OREGON YES
DISCIPLINE Cert. General Construction

EDUCATION
N/A

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT
As inspector: 15 years
In profession: 15 years

Robert Dubanski has over 15 years of progressive experience in roadway/ highway maintenance and construction inclusive of inspection, survey, paving, equipment operation, bridges, curb/ gutters, inlets/catch basins, signals/signal loops, ADA sidewalks, bio-swales, and concrete bus pads. He has extensive experience coordinating effectively with all levels of personnel at the construction site, including inspectors, crew, and engineering and field staff. In his work on public transportation projects, Robert has prepared project documentation including daily progress reports, photo logs, pay estimates, and as-built drawings.

Robert has a long history working for ODOT as an engineering specialist. In his work there, he was responsible for inspection of all contract work, inspecting construction grade, materials and procedures on a regular basis; reviewing plans; recording comments and providing follow-up, preparing field inspection reports and non-field tested materials summaries; inspecting horizontal and vertical alignments; preparing pay notes and progress estimates; and training junior inspectors.

EXPERIENCE ON RELEVANT PROJECTS

I-5 at 217/Kruse Way Project
Served as senior inspector to monitor erosion control and landscape of the project. Designed an erosion control "fix" by adding checkdams, silt fence, and surface drain pipe. Coordinated with prime contractor and subcontractor. **PROJECT OUTCOME:** Successfully completed.

Owl Creek Project
Served as temporary lead inspector to cover vacation period. Reponsible to monitoring the paving operation, coordinating with the prime contractor, ODOT's signal technician, and paving foreman for shut-down and start-up of signal lights during pave. Planned flagging needs and schedule, and prepared all pay notes for bit item work, and processed the work force account. **PROJECT OUTCOME:** Successfully completed.

West Salemtowne Highway 22 Project
Served as Senior Inspector to monitor all erosion and landscape during a one-year assignment. Guided DEQ and ODOT staff in job site tours, maintained and utilized survey equipment, and assisted in the establishment of survey control networks, digital terrain models, cross-sections, and striping layouts. **PROJECT OUTCOME:** Successfully completed.

Kitson Ridge Project
Collected survey data using the TCA 1800. **PROJECT OUTCOME:** Successfully completed.

Additional Transportation Projects:

- Ross Island Bridge to SE 51st & Powell Paving Project
- Terwilliger Curves/I-5 Paving Project
- Slab Creek Bridge (on behalf of the City of Beaverton)
- Columbia City to Warren Phase II
- Wright Creek Bridge and Kruse Way
- South Jefferson Interchange

CERTIFICATIONS

- ODOT Certified Bridge Inspector
- ODOT Certified Traffic Signal Inspector
- Striping for Field Personnel
- Striping for Designers
- Basic Surveying Theory
- Work Zone Traffic Control/Flagger
- Excavation/Trench Safety
- Erosion and Sediment Control
- Hazardous Waste Basics, DEQ
- Incident Response/HAZMAT Awareness
- Emergency Preparedness Employee
- Personal Protective Equipment
- Fire Extinguisher Safety
- Defensive Driving
- Adult CPR/Standard First Aid
- Bloodborne Pathogens
- Post Fall Rescue
- Advanced Fall Protection
- Hazard Identification and Control
- Accident Investigation Techniques

NAME & TITLE

Daniel L. Moyer

QA/QC Field Inspector

NAME OF FIRM (only if sub)

CMTS

ROLE ON THIS PROJECT

ODOT Certified Inspector

ACTIVE REGISTRATION IN OREGON YES

DISCIPLINE Cert. General Inspection

EDUCATION

AA Civil Engineering

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT

As quality manager: 40 years

In profession:40 years

Dan is a veteran of public works offering 40 years of experience in municipal water and transportation and ODOT projects. He takes ownership of his projects. Dan has worked on a wide variety of construction projects and is familiar with the requirements and techniques required to get the job done right the first time. Dan is a dependable team player with demonstrated leadership and public relations skills and is a true asset and guarantee of a positive outcome to the project which he is assigned.

Dan previously worked for the City of Portland Bureau of Transportation as a Public Works Inspector. There, he was responsible for inspection of a wide range of projects. Dan also worked for ODOT as a Lead Chainman during the 70s.

EXPERIENCE ON RELEVANT PROJECTS

NE Burnside/Couch Couplet Project
Lead inspector. PROJECT OUTCOME: Completed on time and under budget.

Sandy Boulevard Reconstruction
Lead inspector. PROJECT OUTCOME: Completed on time and under budget.

China Town Revitalization, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Completed on time and within budget.

Airport Way Construction, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Completed on time.

Downtown Transit Mall Construction, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Completed on time, no cost overruns.

Capital Highway Reconstruction, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Completed on time, no cost overruns.

OMSI Access Roads and Reconstruction, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Project recognized by the American Asphalt Association - First Place Award.

East Bank Esplanade, City of Portland Bureau of Transportation
Lead inspector. PROJECT OUTCOME: Completed on time and within budget.

Steel Bridge Bike Path and Railroad Crossing Bridge, City of Portland Bureau of Transportation
Public works inspector. PROJECT OUTCOME: Completed on time and within budget.

Springwater Corridor, McLoughlin Boulevard to Gresham, City of Portland Bureau of Transportation
Lead inspector. PROJECT OUTCOME: Completed on time and within budget.

CERTIFICATIONS

- ODOT General Inspector Certification
- Adult CPR/Standard 1st Aid
- Federal Aide Project Certified
- 40-Hour HazMat Training

CUSTOMER FEEDBACK

1. Quality and accuracy of work: 10
2. Professionalism: 10
3. Overall customer satisfaction based on performance and quality of services: 10
4. Comfort level in hiring again or referring to another municipality: 10
5. Effective Project Management: 10

Todd Liles
City of Portland Bureau of Transportation

NAME & TITLE

Richard McNichols
Construction Inspector

NAME OF FIRM (only if sub)
Cooper Zietz Engineers, Inc.

ROLE ON THIS PROJECT
ODOT Certified Inspector

ACTIVE REGISTRATION IN OREGON YES
DISCIPLINE Cert. General Construction

EDUCATION
AAS Civil Engineering

YEARS OF EXPERIENCE IN DISCIPLINE / ROLE PROPOSED FOR THIS PROJECT
22

Rick McNichols has over 22 years of construction quality control inspection experience and has been previously involved with ODOT bridge construction along I-5, a major undercrossing on I-84 and numerous rail crossing improvements. He has been responsible for water and sewer utility projects, street improvements, highway and airport paving, reinforced concrete bridge work, tunnel and shaft excavation, freight rail and light rail construction, and tunnel lining systems. His project experience also includes excavation and embankment work, building and structural steel systems, sewerage facilities, storm sewers, retaining walls, large diameter steel pipe fabrication and electrical and plumbing installation.

EXPERIENCE ON RELEVANT PROJECTS

Willamette River Cable-Stay Transit Bridge New Construction, Portland, OR
PROJECT OUTCOME: In construction and QC services are under budget at 60% completion.

Elkhead, Curtis Creek, Bear Creek, Oakhill, Siuslaw River, Knowles Creek and Wildcat Bridge Replacements, Bundle 508, Elkton, OR
PROJECT OUTCOME: Completed within schedule and budget.

Hardscrabble Creek and four other bridge replacements on OR38 and upgrade to OR38/OR138 intersection, Bundle 401, Douglas County, OR
PROJECT OUTCOME: Accomplished difficult construction conditions three months ahead of schedule and QC inspection and testing services were under budget.

I-5 / Clarks Branch to Tunnel Mill Race Section, Cottage Grove, OR
Replacement of nine bridges and repair two bridges. PROJECT OUTCOME: Completed within schedule and QC services were under budget.

I-5 / Sutherlin to Roseburg Section, Douglas County, OR
Replacement of nine bridges and 10 miles of interstate paving on improvements to N. Roseburg intersection. PROJECT OUTCOME: Completed within schedule and QC services were under budget.

Historic Columbia River Highway, Cascade Locks, OR
Cut and cover pedestrian underpass beneath I-84, paving and parking improvements. PROJECT OUTCOME: Accomplished difficult undercrossing of I-84 within schedule and within budget.

CERTIFICATIONS

- ODOT General Inspector Certification
- ODOT Bridge Construction Inspector Certification
- ODOT Drilled Shaft Inspector
- ODOT QCCS for Concrete