



## **Vermont Agency of Transportation**

### **At-the-Ready (ATR) Construction Inspection Services for Municipalities - 2023**

#### **Proposal**

Date: February 9, 2023

Time: 2:00 PM

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# Section A Cover Letter







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[wsp.com](http://wsp.com)

February 9, 2023

Nydia Lugo  
Civil Engineer  
Vermont Agency of Transportation  
Highway Division - Municipal Assistance  
219 North Main Street  
Barre, VT 05641

**Re: At-the-Ready (ATR) Construction Inspection Services for Municipalities - 2023**

Dear Ms. Lugo and Selection Committee:

**WSP USA Inc. (WSP)** is pleased to submit our ATR Construction Inspection Services Qualifications to the Vermont Agency of Transportation (VTrans). For two decades, on hundreds of projects, we have supported VTrans and other northern New England public agencies and municipalities with resident engineering, construction inspection and contract administration.

Vermont's cities and towns desire assistance with their local transportation projects and seek qualified site representatives who are familiar with the critical issues of road, rails-to-trails, bike and ped paths, sidewalk or streetscape improvements, bridge rehabilitation, paving, utilities, and traffic signalization work. In collaboration with our recent acquisition, WOOD Environmental & Infrastructure, LLC, who have materials testing labs in 41 states, WSP is committing our best personnel to this effort. At the same time, we continue to increase our capacity with local, certified, and experienced staff to support Vermont transportation projects. In 2022, we added five Vermont inspectors to support our client needs.

Currently, WSP is the construction inspection team for **Burlington's Champlain Parkway**, the largest federally and state funded municipal project, ever constructed in Vermont. We are leveraging our understanding of the Vermont municipal assistance process, combined with our professional, working relationships to help deliver this \$42M project successfully. We will do the same for other Vermont's cities and towns.

Personally, I am very pleased to serve as the ATR Construction Inspection Services Project Manager, just as I have for VTrans, in a similar position, since 2002. A northern New England native, I bring in-depth construction inspection experience as well as a thorough understanding of VTrans' policies, procedures and expectations, to this program.

We look forward to your review. If you have any questions or require any additional information, please feel free to contact me by email at [jim.anderson@wsp.com](mailto:jim.anderson@wsp.com), or by phone at (617) 501-7066.

Very truly yours,

WSP USA INC.

James D. Anderson  
Senior Vice President  
New England PM/CM District Manager



## Section B

### General Firm Information





## B. General Firm Information



WSP USA is the U.S. operating company of WSP, one of the world's leading engineering and professional services firms. Dedicated to serving local communities, we are engineers, planners, technical experts, strategic advisors and construction management professionals.

### I. Introduction to Consultant Firm

Founded in 1885, WSP USA Inc. (formerly Parsons Brinckerhoff) is one of the oldest continually operating consulting engineering firms in the United States and is currently ranked as one of the top ten professional firms (construction management), by Engineering News-Record. Regionally, we are based in Merrimack, NH with supporting offices in Albany, NY and Montreal, QC the home of our corporate parent firm, WSP Global.

WSP has managed and provided construction inspection on more than 30,000 miles of roads and 3,000 bridges during its 137-year history. Just as WSP has evolved, so have the needs and objectives of our clients. Parsons Brinckerhoff Construction Services was organized in 1978 to consolidate all construction services into one entity, and later incorporated, under PB Holdings. Today, as a national practice within WSP USA Inc, the Project Management/Construction Management division with over 1,200 staff, continues to serve clients across the U.S. As construction

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#### Jim Anderson

Construction Inspection  
Manager  
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specialists, we are very familiar with the demands of ATR type assignments and the associated impact on work schedules and resource requirements.

Starting with the **Missisquoi Bay Bridge** in northwestern Vermont, to **Barre's Main Street Reconstruction** and **Brattleboro's Sidewalk and Lighting Project** to the fast-track repair of Colchester's **Lake Champlain Rail Trail** to the many paving, sidewalks, bike or ped paths and streetscape projects in Vermont, WSP has inspected hundreds of relevant Vermont projects. We have worked very hard to build a reputation as one of the top providers of construction services in northern New England. Currently, we are providing support to state transportation agencies and municipalities in every New England state, including the City of Burlington where we were selected by committee, including VTrans' officials to oversee the **Champlain Parkway**. This complex, urban project includes every technical element that can be found in statewide Vermont municipal projects. Just as important, we have qualified staff residing in Vermont, with relevant experience, who live close by and can respond rapidly to the municipalities' needs, regardless of project size, or location. We are accustomed to working as part of an integrated municipal project manager, owner, designer and state agency team; understand our role, and always bring lessons-learned that add value, which contribute to successful project delivery and customer satisfaction.

## II. Quality Control & Quality Assurance

Examples of WSP inspection projects where our quality control and quality assurance approach has been impactful:

- ▶ For the **City of Burlington's** \$42 million Champlain Parkway, steady and reliable communication sharing, has been the key to early project success. Early on, we initiated technical, public information and contract administration virtual meetings to improve communications at every level. This enabled a 360° partnering approach that's resulted in; smoother submittal reviews, quality expectations better defined through checklists with contractor buy-in, and a clear understanding of documentation requirements. Focusing on quality outcomes have resulted in satisfactory FHWA Audits to date.
- ▶ In response to the **NHDOT's** request for help with their annual construction training, and the desire by the Bureau of Planning and Community Assistance to provide entry-level inspector training to municipal staff executing local projects, WSP worked with the Bureaus of Construction and Materials and Research to develop Construction 101 Training. WSP coordinated the development of the training module using Enfield's Route 4A Reconstruction as a case study. Using the road box, the module focused on inspection of subgrade, materials, survey layout, drainage, compaction, paving, testing and documentation. The target audience included municipal officials, entry-level inspectors, senior staff desiring cross training in different disciplines, and other consultants tasked with inspecting local projects. The training was widely received and used to improve systemic quality methods across state and local projects.





- ▶ For **VTrans**, WSP has routinely provided both short- and long-term inspectors for roadway, streetscape, multimodal, bridge, paving and signalization projects, oftentimes within 48 hours of request. Along with these typical services, we have provided specialized services, which included technical writing for their reissue of the Construction Manual, and the successful public outreach program for the Middlebury/Rochester/Warren ABC, a bundling of fast-track projects along the Green Mountain spine, that mitigated a 100-mile detour.



Our deep understanding of quality policies and procedures, combined with constant top-to-bottom communications with clients and the project teams have resulted in successful outcomes. Upon municipality selection, WSP ensures compliance, and eliminates surprises by coordinating a pre-contract meeting with the municipality and VTrans. This provides an opportunity to discuss expectations, and work through possible restraints to quality. It prepares everyone well for the preconstruction meeting, and helps establish benchmarks for the entire team, including the contractor, designer, and inspectors. Quality never stops, and periodic field-audits are performed by Jim Anderson, the Project Manager, and Gordy Eastman, the QC/QA Specialist. These audits help identify possible restraints to quality, improves processes, or communications, and uses any lessons learned as a simple, effective way to improve.

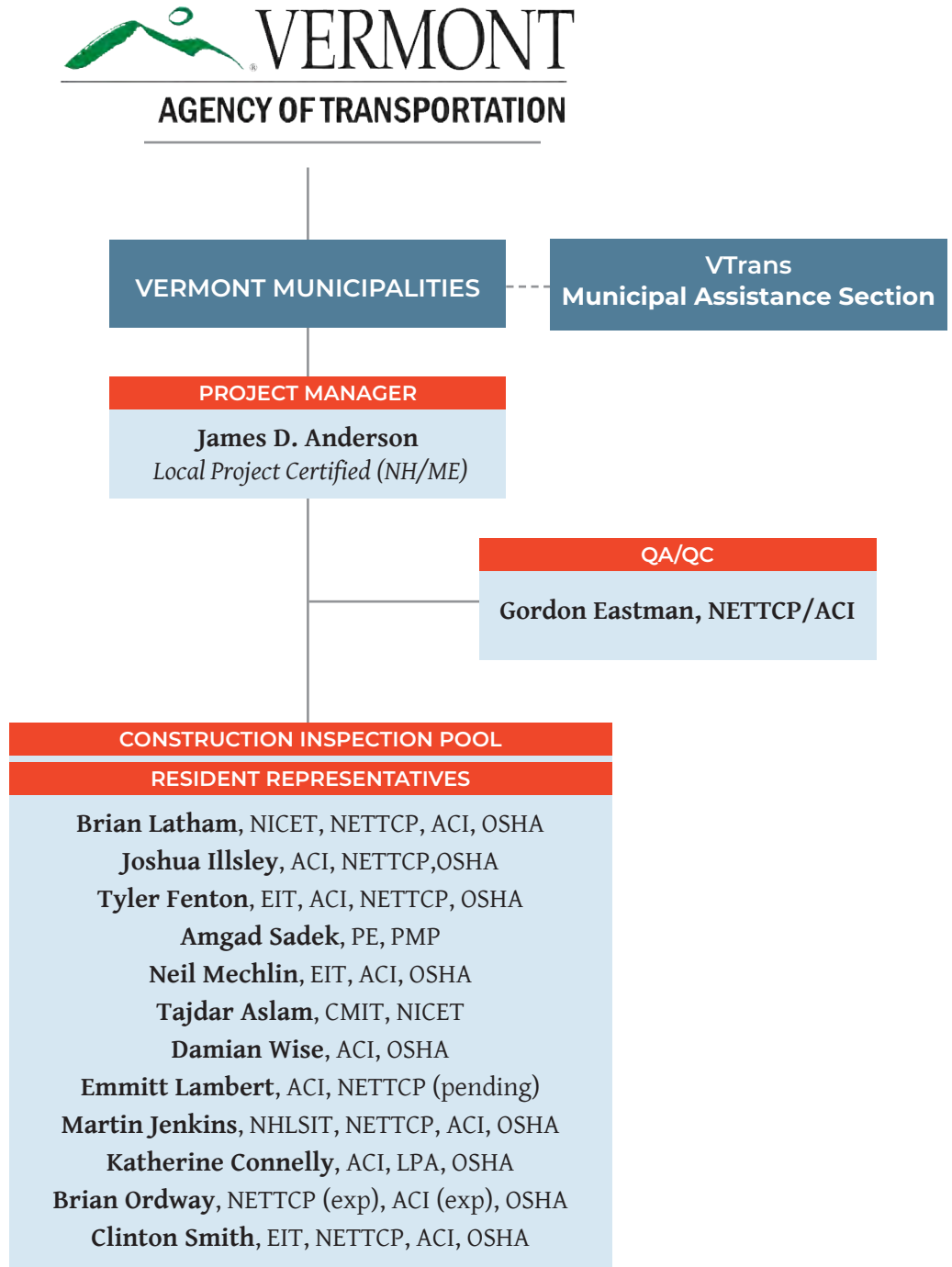




## Section C Organizational Chart

# C. Organizational Chart

The following organization chart lays out the reporting functions (solid line) and the communications loop (dashed lines) for municipal projects. Communication is the key to success, to assure that the project finishes with high quality, on time, under budget and without surprises.







# Section D Availability Chart



# D. Availability Chart

The current availability of all proposed personnel ranges from 25% to 100%. The WSP Team is committed to providing Vermont’s municipalities with the very best staff – individuals who are licensed or industry certified, experienced, knowledgeable, and versatile, and who have demonstrated technical and communications skills. As the industry evolves, we continually examine our inspection practices, investing in training, and technology, while also recruiting locally. Over the years, we have hired and retained Vermont Tech, Norwich, and UVM graduates, investing in their professional development, while they reside and work in Vermont. We expect to continue adding local staff.

PROJECT TEAM / TITLES	
	Jim Anderson Project Manager/ Const Insp Migr. Gordy Eastman Quality Assurance / Quality Control Tajdar Aslam Resident Representative Katie Connelly, EIT Resident Representative Tyler Fenton, EIT Resident Representative Josh Illisley Resident Representative Marty Jerkins Resident Representative Emmitt Lambert Resident Representative Brian Latham Resident Representative Neil Mechlin, EIT Resident Representative Brian Ordway Resident Representative Amgad Sadek, PE Resident Representative Clint Smith, EIT Resident Representative Damian Wise Resident Representative
<b>AVAILABILITY (%)</b>	25 100 100 50 50 50 50 100 50 100 100 50 50 100
<b>EXPERIENCE, LICENSES, CERTIFICATIONS, PROJECT TYPES AND SKILLS</b>	
Years of Experience	42 48 19 3 8 17 26 1 35 9 43 24 15 8
Years with WSP	29 8 1 3 5 15 5 1 15 1 3 3 15 5
PE or EIT	• • • • • • • • • • • • • •
LLS	• • • • • • • • • • • • • •
LPA	• • • • • • • • • • • • • •
ACI	• • • • • • • • • • • • • •
NETTCP	• • • • • • • • • • • • • •
OSHA	• • • • • • • • • • • • • •
Roadway	• • • • • • • • • • • • • •
Bridge	• • • • • • • • • • • • • •
Structures (Culverts)	• • • • • • • • • • • • • •
Streetscape/Hardscape	• • • • • • • • • • • • • •
Traffic Signals	• • • • • • • • • • • • • •
Rail Trails / Bike Ped Paths	• • • • • • • • • • • • • •
Maintenance of Traffic	• • • • • • • • • • • • • •
Waterproofing Membrane	• • • • • • • • • • • • • •
Reinforced Concrete	• • • • • • • • • • • • • •
Bridge Rail	• • • • • • • • • • • • • •
Aggregate Subbase	• • • • • • • • • • • • • •
Pavement	• • • • • • • • • • • • • •
Structural Steel Repairs	• • • • • • • • • • • • • •
Roadway Drainage	• • • • • • • • • • • • • •
Guardrail Lighting	• • • • • • • • • • • • • •
Signage and Striping	• • • • • • • • • • • • • •
Erosion and Sedimentation Control	• • • • • • • • • • • • • •
Coordination with Multiple Agencies	• • • • • • • • • • • • • •
Site Manager, APPIA or DocExpress or Similar Software	• • • • • • • • • • • • • •
Recordkeeping, Daily Reports, Administration, Photos	• • • • • • • • • • • • • •
Project Finals	• • • • • • • • • • • • • •
Materials Sampling and Testing	• • • • • • • • • • • • • •
Survey Services	• • • • • • • • • • • • • •
Environmental Monitoring	• • • • • • • • • • • • • •
As-Built Plans	• • • • • • • • • • • • • •







## Section E

### Technical Capability





## E. Technical Capability



We are proud of our “Excellent” performance ratings and continue to make improvements, adding knowledge and expertise to serve VTrans and municipalities even better, as the industry rapidly changes.

### I. Qualifications of Firm

We are committed to providing the necessary levels of staffing with the skills and flexibility of resources necessary to meet the immediate and future construction inspection needs. In maintaining this commitment, we are continually examining our practices, considering lessons learned, making changes, and improving the way we oversee and help deliver projects. All of our assigned staff are trained in using Standard Specifications, the VTrans’ Construction Manual and the Municipal Assistance Local Projects Guidebook. WSP is committed to industry training and certification programs, i.e. NETTCP, ACI, CPESC or CESSWI for our field staff, many of whom either have experience or are in the process of establishing careers as construction residents or inspectors, for individual professional development and to satisfy client needs for a robust (re)certification program.

After the notice to proceed from the municipality, the focus will be in three key areas: preconstruction conference, anticipated inspection and testing needs, and project records / setting up the books. We will meet with the Municipal Project Manager (MPM), and others including VTrans or municipal officials, depending on the project type. This is an important time to discuss and reconcile scope and staffing expectations, and timelines, while simultaneously preparing for the Preconstruction Conference.

### Project Approach

- Understand Safety Protocols
- Monitoring Traffic Control
- Accurate Field Inspection
- Assure Environmental Compliance
- Track Unit Prices / Perform Rigorous Pay Estimate Reviews
- Prepare Accurate Daily Reports
- Coordinate Materials Sampling/Testing and Certificates of Compliance
- Subcontractor Approval and Cert. Payroll Reviews
- Changes/Claims Awareness and ICE
- Maintain Record/Redline Drawings



WSP adheres to the philosophy that ‘Closeout starts on Day One’. We will be diligent from the day our assignment is launched, until the ‘finals’ are complete and turned over to the Municipality. Project records are essential to document activities and without adequate paperwork, it could jeopardize payments or reimbursements by the State and FHWA, if federal funds are obligated.

### Task 1 - Construction Administration

The WSP Team will communicate with the MPM regularly and coordinate directly with the Contractor, the Utility Companies as warranted, Public Works Departments, and the Designer, when needed. This coordination will include the preconstruction conference, weekly progress meetings, “over-the-shoulder” technical submittal or shop drawing reviews, special meetings, on-site “coffee cup” utility company coordination and substantial and final inspection. The WSP Team will keep a detailed record of meeting minutes, team agreements and responsible parties with action items, to build accountability and ensure timely resolution. The Team has numerous templates for tracking this information, but we will collaborate with others to develop dashboards or other forms of communications that works best for the local projects.

Prior to the preconstruction conference, the WSP Team will scrub the plans to gain a thorough understanding of the Special Provisions, Plans, Specifications, and Engineer’s Estimate. A review of the Estimate is particularly important to reconcile quantity take-offs and red-flag items that may represent a potential change order, before the work starts. The preconstruction conference is also a good time to discuss the presence of overhead utilities and those buried to be marked by Dig-Safe, or other utilities, i.e., water, sewer and traffic signals, while receiving assurances that the Contractor has a plan of attack to avoid utility disruption.

Electronic daily reports, including the measurement of pay item quantities, will be prepared routinely by the field representative and reviewed before being uploaded. Any proposed design, and schedule changes or suggestions by the Contractor will be coordinated with the MPM and designer. WSP considers change order management to be part of the basic service and approaches the identification and issue resolution process as a top priority to minimize the (participating/non-participating) risk, while avoiding potential claims.

The WSP Team will review and verify the Contractor’s progress payment estimate bi-weekly or monthly prior to recommending payment. Acting pro-actively, the field representatives will reconcile pay item quantities daily with the Contractor’s foreman or superintendent. This hands-on approach helps to identify disagreements quickly and leads to quicker resolution long before the pay estimate is finalized. The WSP Team will periodically reconcile quantities and prepare a cost-to-complete to anticipate potential overruns. This interim step smooths out the process and helps make the final contract quantity reconciliation more efficient, helping to minimize compounding of errors while the work is underway, instead of at ribbon cutting. It also assures that the State/Federal reimbursement and local cash flow process runs efficiently, with reliable back-up.

We will review RFIs, certificates, computations and reference materials submitted by the Contractor and maintain this information within the project files. We are prepared to review and code submittals and shop drawings in consultation with the MPM and the designer. We have found a quick, cursory review prior to the designer’s review helps minimize the rejection of submittals due to lack of required information. A certificate of substantial and final completion will be issued at the appropriate time.

#### Task 1 Deliverables:

**Meeting minutes, payment estimates and submission of project books including: calculations to verify quantities, independent cost estimates, materials testing reports, certificates of compliance, Buy America documentation, RFIs, change orders and contractor affidavits.**

*We are prepared to manage the flow of information, and documentation electronically through APPIA and Doc Express. This approach allows a quick collaborative, shared project approach to reviewing, approving, maintaining, and finding documentation, before and after the project is complete.*

## Task 2 - Construction Inspection

The WSP Team will be onsite when the Contractor and subcontractor(s) are performing activities. In general, this is translated as “until the corn brooms are put away,” and the work zones are safe and passable. The resident representatives are trained to be “firm, but fair” and equipped with the required PPE, a laptop or iPad/Tablet, a Smartphone/iPhone, inspection equipment and other essentials. There is no learning curve.

The field team will confirm that the activities comply with all contract requirements, permits, ordinances, agreements, erosion prevention and sediment control, storm water management plan, state and federal statutes and regulations. In lieu of hiring a subcontractor, and in consultation with the MPM, WSP will mobilize a survey team from our Merrimack, NH office to assist with verification, or layout, if the complexity warrants additional support. Likewise, we anticipate to leverage WSP’s recent acquisition of WOOD Environment & Infrastructure and Golder Associates for materials laboratory testing, utilizing anyone of their 28 labs for support.

General construction inspection responsibilities also include :

- ▶ Reviewing plans, specifications, and special provisions, including any bid addenda
- ▶ Coordinating survey verification and materials testing
- ▶ Monitoring Best Management Practices (BMPs)
- ▶ Performing certified payroll interviews
- ▶ Measuring and documenting daily quantities
- ▶ Assuring quality requirements are maintained
- ▶ Traffic Control set-up and monitoring
- ▶ Preparing daily reports, including digital photography
- ▶ Reviewing construction schedule, and generally track progress
- ▶ Monitoring contractor safety plans

A joint inspection by the MPM, Municipal officials, VTrans PM, contractor, and designer will occur when the contractor claims substantial completion. The WSP Team will generate a punch list of items to be corrected or completed for project completion. Proactively, this punch list is developed 30-days before final completion to keep track of items that are still being worked, including incidental items that could be overlooked in the Contractor’s zeal to finish. The punch list is a dynamic tool, and starting the process early helps to minimize surprises, and a longer list of items, that if not completed already, may be pre-empted due to onset of an early winter.

### **Task 2 Deliverables:**

***Daily inspection reports, photographic records, final red-line plans, final punch list, and recommendation for substantial and final completion.***



## II. Project Example

### Local Projects - Resident Engineering and Inspection:

#### City of Burlington, Champlain Parkway

##### Burlington, VT

WSP was selected in 2018 to provide full resident engineering and inspection for this \$42M (LPA), 98% federal and state funded local project, that will eventually connect I-189, and Route 7 with the downtown, along the southwest side of the city. Significant elements include road box construction, underground and aerial utilities, permanent environmental detention and flushing basins, major stream precast concrete culvert, bike and ped paths paths and widened sidewalks, esplanades with period lighting, contaminated soils removal and six new signalized intersections. The project is under construction, to be completed in 2024. WSP is responsible for full resident engineering, contract administration, inspection and public outreach.



**Client Contact:** Norm Baldwin, City Engineer, [nbaldwin@burlingtonvt.gov](mailto:nbaldwin@burlingtonvt.gov), 802-865-5826, Ande DeForge, VTrans MAS PM, [ande.deforge@vermont.gov](mailto:ande.deforge@vermont.gov), 802-595-6657

#### Nashua Department of Public Works, Broad Street Parkway

##### Nashua, NH

The Parkway is a \$35M, 1.8-mile, 2-lane roadway that follows a route adjacent to an active PanAm railroad, crossing the Nashua River and passing through the Historic Millyard area, before tying into the existing Pine Street. WSP was part of a consolidated team reporting to the Nashua Department of Public Works helping oversee the largest municipally managed, federally funded local transportation project ever built in NH. Our field team provided resident engineering, construction inspection and contract administration for all structural elements which included three bridges – Baldwin Street, Nashua River and Fairmount Street – along with three major retaining walls, and the Intake Dam Structure at the Canal. Because of the overlapping roadway and bridge approaches, we routinely inspected and documented site/civil work.



Unique elements included large diameter drilled shafts, tapered steel girders, brick pilasters and period lighting, multiple 30'+ MSE walls separating the new road from the Nashua River, and a historic re-laid stone wall, helping form the Canal Outlet area.

WSP's record keeping was instrumental in helping the City successfully defend against a \$1.5 million drilled shaft, differing site condition claim. The project was recognized as the 2017 NHACEC Engineering of Excellence Overall Winner, for design, construction engineering and inspection.

**Client Contact:** John Vancor, City Project Manager, [jvancor@hayner-swanson.com](mailto:jvancor@hayner-swanson.com), 603-204-4535

## City of Manchester, Granite and South Willow Street Adaptive Signals

### Manchester, NH

This \$1.4M local project with 98% federal and state funding consists of upgrades for 23 intersections. These upgrades of both hardware and software will modernize signals, allowing real-time traffic management along some of the busiest streets in the city. Equipment includes controllers, backplates, cameras for advance vehicle detection, and new fiber interconnect cabling. The preconstruction meeting was held in January 2023, and WSP is responsible for resident engineering and inspection.

**Client Contact:** Kristen Clarke, City Traffic Engineer, [kclarke@manchester.nh.gov](mailto:kclarke@manchester.nh.gov), 603-624-6444

## Town of Peterborough TIF District Improvements

### Peterborough, NH

Redevelopment revitalization of the West Peterborough district including the reconstruction of Union Street. This \$2.5M (TIF District funded Town) project included the reconstruction of 1.2 miles of Union Street with new sidewalks, upgraded utilities, drainage improvements, traffic calming measures, on street parking and streetscape improvements. WSP (through Louis Berger acquisition) was responsible for design and resident inspection.

**Client Contact:** Rodney Bartlett, Capital Projects Manager (603) 831-8819 [rbartlett@townofpeterborough.us](mailto:rbartlett@townofpeterborough.us)



## NH Route 12 over Beaver Brook Box Culvert Replacement

### Keene, NH

This \$2.1M (state aid bridge funded) project replaced red list twin plate arch culverts, along one of the busiest stretches of this local arterial roadway. WSP was responsible for design and resident inspection.

**Client Contact:** Don Lussier, PE 603-652-6650; [dlussier@ci.keene.nh.us](mailto:dlussier@ci.keene.nh.us)

## Town of Kittery, Memorial Circle Reconstruction

### Kittery, ME

This \$1.8M local roundabout project, with nine approaches and seven private curb cuts, that includes Route 1, Route 236, Route 1 Bypass and Old Post Road was a complete reconstruction. Significant coordination with stakeholders due to traffic volumes related to the Portsmouth Naval Shipyard. Project was substantially completed ahead of schedule, with <2% change orders. WSP was responsible for resident engineering and inspection.

**Client Contact:** Kendra Amaral, Town Manager, [kamaral@kitteryme.org](mailto:kamaral@kitteryme.org), 207-475-1329



## Whittier Street Bridge Replacement

### Dover, NH

This \$4M, 155' single-span bridge replacement local project, over the Cocheco River. The replacement included realigning the roadway and profile, and constructed a new sidewalk, with other enhancements. WSP was responsible for design and resident inspection.

**Client Contact:** Dave White – Retired City Engineer Dover, NH. Dave White, PE. 603-516-6450. [D.White@dover.nh.gov](mailto:D.White@dover.nh.gov)



## VTrans - Resident Engineering and Inspection:

### Colchester STP BP19001-1

#### Town of Colchester, VT

WSP was the sole site representative for the fast track three-mile repair of the Lake Champlain Rail Trail. The bike path was heavily damaged in the spring of 2018 and was declared impassable. Using a Contractor IDIQ approach, the work was started and the trail was re-opened in 11 days, for approximately \$0.3K. WSP was responsible for inspection, contract administration and coordination between VTrans, Town of Colchester, Local Motion and Vermont Dept. of Wildlife.

**Client Contact:** *Jeremy Reed, State Construction Engineer, Jeremy.reed@vermont.gov*



### South Burlington STP SCRP (8)

#### Burlington, VT

WSP was the sole site representative for the replacement of an existing twin, stone culvert on VT Route 116 (Hinesburg Road) carrying Potash Brook with precast concrete elements. Unique work elements included stream relocation and installation of a new 14' x 8' x 115' box culvert, controlled density fill and almost \$100k worth of permanent wetland mitigation soils, plantings and trees.

**Client Contact:** *Al Campo, f/NW Regional Construction Engineer, apcampo@comcast.net, 802-249-7979*

### Weathersfield Historic Bridge Replacement

#### Weathersfield, VT

\$900K project which rehabilitated the 1840, 130' wooden span covered bridge over the Black River. Elements included rebuilding of loose laid stone abutments, concrete caps, jacking bridge to replace bottom chords, traffic maintenance, temporary bridges, new approaches and guardrail, siding, deck and roof, stone stabilization. We provided routine construction inspection.

**Client Contact:** *Ann Gammell, f/SW Regional Construction Engineer, aot.chiefengineersoffice@vermont.gov, 802-917-2458*



### Middlebury Bridge and Rail Project

#### Middlebury, VT

WSP USA Inc. (WSP) helped lead the resident engineering and inspection efforts on this multi-phase, 3 ½ -year, \$72M project, procured through the Construction Manager/General Contractor (CMGC) method.

WSP started in early 2017 when the rail bridges were demolished, and temporary vehicle and pedestrian bridges (on Main Street and Merchants Row) and mini piles were installed. Later, sewer and water utilities were either relocated, or installed and a new deep storm drain system was constructed through micro tunneling, beneath the downtown surface, after rock blasting to create the substantial launch pit. Once the precast tunnel sections were installed, the boat elements were constructed using a combination of cast-in-place and shotcrete methods, while



the cast-in-place tunnel slab was constructed from end-to-end. The entire rail bed was replaced, with continuous welded rail installed.

In late 2020, the final work included reconstructing the entire downtown streetscape, using context-sensitive materials, within this historic location. Elements include decorative pedestrian railings, granite cobbles, period lighting, tree cells under sidewalks, and ADA compliant sidewalks. Additionally, ashlar walls were removed and reset, in part along the new tunnel, shoring up local driveways, and alleys. The entire project is within the National Registered-Listed Middlebury Village Historic District.

**Client Contact:** *Jonathan Griffin, VTrans Project Manager, jonathan.griffin@vermont.gov, 802-595-0054*

## Ludlow BRF 025-1(42)

### Ludlow, VT

This \$3.8 Million ABC project included the fast track removal and replacement of Bridge #25 over the Black River, on Route 103 (Main Street). The bridge was closed for 35 days, with one-way alternating traffic for periods before and after the closure. Elements included existing bridge removal, erosion and sediment control, integral steel abutment piles, dynamic load testing, precast abutments, steel plate girders, cast-in-place deck, sidewalks and parapets, precast approach slabs, asphalt wearing course, 8" water main replacement on structure, drop inlet structures, granite curb, black bridge rail, signage, striping, conduit and lighting and approach improvements. The new bridge features a Tenney Railing with partial height concrete parapet and steel tubing to be consistent with the adjacent Ludlow Historic Village District. WSP provided precast concrete inspection, construction inspection and office engineering.



**Client Contact:** *Ann Gammell, f/SW Regional Construction Engineer, aot.chiefengineersoffice@vermont.gov, 802-917-2458*

## Plymouth ER 0149(6)

### Plymouth, VT

This \$1.7M project on Route 100A, included; cold planing and new pavement, underdrains, catch basins and storm drainage, slope stabilization with rock anchors and wire mesh, guard rails, striping, erosion and sediment control and maintenance of traffic. WSP provided construction inspection and office engineering.

**Client Contact:** *Mark MacIntosh, South Regional Construction Engineer, mark.macintosh@vermont.gov, 802-522-738*

## Mount Holly ER STP 0133 (8)

### Mount Holly, VT

This \$1.6M project on Route 155 included embankment reconstruction and stabilization, restoration landscaping, river channel reconstruction and armoring, full depth roadway reconstruction, cold planing and new pavement, line striping, underdrains, precast box culverts, guard rails, erosion and sediment control, and maintenance of traffic. WSP provided construction inspection and office engineering.



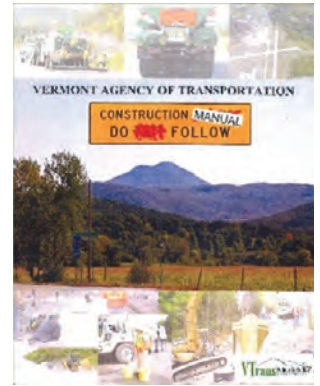
**Client Contact:** *Mark MacIntosh, South Regional Construction Engineer, mark.macintosh@vermont.gov, 802-522-7385*



## Montpelier Headquarters Support

### Montpelier, VT

WSP was engaged to assist in the complete updating of the VTrans' Construction Manual. The assignment included editing, formatting, simplifying layout, recommending and preparing illustrations, for ease of review, checking and updating references, by pagination or web links. We worked closely with the Construction Section management staff over a 4-5 month period, to make ready this 600+ page document for a spring time Annual Construction Meeting rollout.



**Client Contact:** *Jeremy Reed, State Construction Engineer, [Jeremy.reed@vermont.gov](mailto:Jeremy.reed@vermont.gov), 802-828-0101*

## Rochester/Middlebury/Warren Accelerated Bridge Program

### Rochester/Middlebury/Warren, VT

WSP provided multiple services at six different bridges, located on both sides of the Green Mountain spine, along Routes 100 and 73. The bridges were either damaged in Tropical Storm Irene, or deteriorated and scheduled for replacement, were fast tracked, using many precast elements, while deploying multiple traffic phases to minimize public disruption. We provided construction inspection, office engineering and final assistance, as well as developed and implemented a full public outreach program, on behalf of VTrans.



**Client Contact:** *Al Campo, f/NW Regional Construction Engineer, [apcampo@comcast.net](mailto:apcampo@comcast.net), 802-249-7979*

## Cabot-Danville FEGC F028-3(26) C/1

### Cabot/Danville, VT

Realignment and reconstruction of 1.5 miles of Route 2, including grading, drainage, subbase, pavement, penstock replacement, stream relocation, precast box culvert and 35-acre wetlands mitigation site. WSP provided routine inspections and environmental monitoring.

**Client Contact:** *Al Campo, f/NW Regional Construction Engineer, [apcampo@comcast.net](mailto:apcampo@comcast.net), 802-249-7979*

## Barre FEGC F026-1 (34) C/2

### Barre, VT

\$10.6 million streetscape reconstruction project of Barre Cities' downtown main street. Major utility relocations with full depth 'box-cut' reconstruction, traffic signalization, ornamental lighting, imprinted concrete, cobblestone pavers, concrete sidewalks, granite curb, ADA improvements, paving, regulatory and way finding signage, landscaping and other betterments. We provided office engineering and finals assistance.

**Client Contact:** *Al Campo, f/NW Regional Construction Engineer, [apcampo@comcast.net](mailto:apcampo@comcast.net), 802-249-7979*



## US Route 5 and VT Routes 9, 30, 119 and 142

### Brattleboro/Putney, VT

Over 13 miles of paving including I-89 approaches, along with updated street lighting and sidewalks in downtown Brattleboro and Putney, with a construction value of \$10 million. We provided routine construction inspection.

*Client Contact: Mark MacIntosh, South Regional Construction Engineer, mark.macintosh@vermont.gov, 802-522-7385*

### Other - Resident Engineering and Inspection:

## Kennebunk to Biddeford Rails to Trails, Maine

### Kennebunk/Biddeford, ME

This ARRA project converted a former railroad to a 6.1-mile recreational path beginning at Route 35 in Kennebunk and ending at West Cole Road in Biddeford. Significant interface and coordination with MDOT project manager and construction manager, while coordinating with various governmental agencies, local town organizations, ad-hoc special interest groups and abutters. Unique feature includes a steel truss pedestrian bridge that crosses the Kennebunk River and wick drain and surcharge construction for the future bridge across the Maine Turnpike. We provided resident engineering and construction inspection.

*Client Contact: Jen Paul, f/MEDOT Multi-Modal Construction Manager, jenandsterl@yahoo.com, 207-582-5795*



## Route 101 Auburn-Candia Highway Paving and Bridge Rehabilitation

### Auburn-Candia, NH

A \$13.4M, "green" award winning 13-mile project that included seven bridges and the use of six different types of hot mix asphalt. WSP was responsible for both day and night shift inspection, and assisted with quantity tracking, calculations, documentation, and CMS input.

*Client Contact: Dean Wilson, Construction Bureau Construction Engineer, dean.h.wilson@dot.nh.gov, 603-419-9342*

## Amtrak's Downeaster Expansion Project

### Brunswick and Freeport, ME

The Brunswick Station at Maine and Union Streets serve as the interchange between the Downeaster and the Maine Eastern Railroad. The project consisted of a new 400-ft-long high rail passenger platform, with concrete and brick hardscape, covered areas, site lighting, snow melt system, grade crossing switchover, almost 1,000 ft of track replacement and siding upgrade. We interfaced directly with contractors, Pan Am Railways (flaggers) and Maine Eastern Railroad representatives. We provided routine construction inspection.

*Client Contact: Jen Paul, f/MEDOT Multi-Modal Construction Manager, jenandsterl@yahoo.com, 207-582-5795*





## Pelham Roadway Reconstruction

### New Hampshire

Including realignment of Route 111A and construction of several roundabouts, worth \$2.8M. Elements included 1,500LF of new water main, including insertion valves and tapping sleeves to maintain services while under reconstruction, porous concrete sidewalk, new drainage and structures, granite curb, paving, signage and markings. WSP was responsible for routine inspection of third party utility work, typical road box construction and sidewalks and daily documentation.

**Client Contact:** Dean Wilson, Construction Bureau Construction Engineer, [dean.h.wilson@dot.nh.gov](mailto:dean.h.wilson@dot.nh.gov), 603-419-9342



## Statewide Tier 2 Crack Sealing

### New Hampshire

A reflection of the WSP staff's flexibility, and versatility this \$1M project covered the Towns of Bethlehem, Colebrook, Carroll, Wentworth, Lancaster, Warren, Rumney and Lebanon. WSP was responsible for maintenance of traffic, coordination, inspection and construction administration support, while working independently in these remote locations.

**Client Contact:** Dean Wilson, Construction Bureau Construction Eng., [dean.h.wilson@dot.nh.gov](mailto:dean.h.wilson@dot.nh.gov), 603-419-9342

## Route 12/119 Traffic Calming

### Fitzwilliam, NH

\$750K turning lane, and safety signage and marking project in Fitzwilliam. Responsible for inspection and construction administration support.

**Client Contact:** Dean Wilson, Construction Bureau Construction Engineer, [dean.h.wilson@dot.nh.gov](mailto:dean.h.wilson@dot.nh.gov), 603-419-9342



## I-89 Exit 19 Bridge Replacement, NH - 41191

### Lebanon, NH

This \$9.8M project includes substructure abutment repairs, complete superstructure replacement, a new bridge in the median, to allow greater north and southbound widths, storm drainage, cathodic protection anodes, and 12-24" pipe lining and a diversion, for multi-phase work. Additional work includes the rehabilitation of the Mascoma River bridges including cofferdams, south of Exit 19, and NB on/off ramps. WSP provided construction inspection.

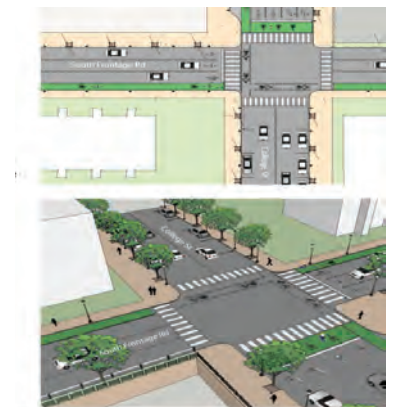
**Client Contact:** Dean Wilson, Construction Bureau Construction Engineer, [dean.h.wilson@dot.nh.gov](mailto:dean.h.wilson@dot.nh.gov), 603-419-9342

## Route 34 Traffic Calming

### New Haven, CT

\$14M municipal project, which included federal participating funds. Overall scope consisted of abandonment and demolition of a four-lane, two-way arterial highway, with the expansion of perimeter roads into "complete street" boulevards, demolition and reconstruction of the College Street Bridge and associated major MSE and retaining walls. Coordination and inspection of MPT was continuous, due to moving work zones and operational restraints in a highly congested urban area. WSP was responsible for resident engineering and inspection.

**Client Contact:** Donna Hall, Senior Project Manager, 203-946-7842



### III. Key Personnel

#### Project Manager



**James (Jim) Anderson** will be the single point of contact for the municipalities. He has over 20 years’ experience managing construction engineering and inspection services in Vermont, on hundreds of projects ranging from small roadways to larger bridges, to streetscape and traffic calming to rail trails, bike and ped paths. He is a proven leader and has received excellent client ratings for his delivery and oversight of construction services. As the New England CEI Manager, Jim will assure that WSP serves the municipalities promptly and economically, while responding to any needs or concerns.

#### QA/QC



**Gordon Eastman , NETTCP, OSHA** is proposed as the quality assurance and quality control coordinator. Gordy is a seasoned industry veteran, first working for contractors, and now with WSP since 2015. A native, whose understanding of the Vermont inspection and contracting industry is fundamentally deep. From his experience as a selectman in the community he resides, to his volunteer work with VT AGC, to his supportive role helping guide VTrans with standard specification and construction manual updates, the added value he brings to municipalities is unmatched. Gordy will participate in project start-up, provide staff orientation when needed, perform periodic audits to assure compliance with the Local Projects Guidebook, and be a technical resource, available to the municipalities.

#### CEI Pool (Partial)



**Brian Latham, NICET, ACI, NETTCP, OSHA** was the lead inspector on Nashua’s Broad Street Parkway, the largest local project ever constructed in NH. He was instrumental in assuring that the structural construction inspection program was detailed, and that the frequency of sampling and testing was in accordance with NHDOT requirements, living up to the standards required by FHWA audit. Additionally, Brian has over a decade of VTrans experience, including bridges, roads, sidewalks, utilities, and signalization.



**Josh Illsley, ACI, NETTCP, OSHA** a Vermont resident, has over a decade of progressive inspection and contract administration experience throughout the state, including bridges, roads, sidewalks, bike and ped paths, utilities, and signalization. From, small to large projects, such as the Champlain Parkway he has the knowledge and flexibility to quickly launch and deliver local projects.



**Tyler Fenton, EIT, ACI, NETTCP, OSHA** a former NHDOT engineer, brings a fundamental understanding of state DOT inspection and administration requirements. From the stone culverts being replaced in South Burlington to his Manchester adaptive signal assignment, he is experienced with local projects.



**Amgad Sadek, PE, PMP** brings decades of project experience, from bridges to roads, underground and aerial utilities, to bike and ped paths, and sidewalks, to signalization and public outreach. As the current lead for the Champlain Parkway, this broad experience will be particularly beneficial to Vermont municipalities, in the years ahead.





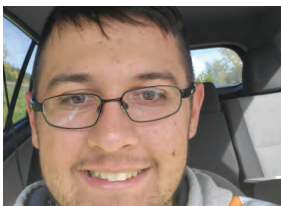
**Damian Wise, ACI, OSHA** a Vermont resident progressed his career, from flagger to equipment operator, to consultant inspection and project administration. This provides him a broad, fundamental knowledge of the industry, and makes him an invaluable member of local projects, when administering local projects.



**Katie Connelly, EIT, ACI, OSHA** has worked for municipal Department of Public Works, inspected green technology bike and ped paths, and administered major underground utility and roadway projects. This knowledge and versatility makes her a solid candidate to oversee local projects.



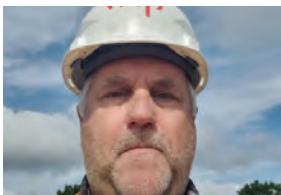
**Neil Mechlin, EIT, ACI, OSHA** a Vermont resident, has overseen all bridge types, from forensic assessment through construction, and is uniquely qualified to be a resident representative for city and town repair of small structures to full replacement crossings.



**Emmitt Lambert, ACI** a Vermont resident and recent Vermont Tech graduate, has in one construction season, has overseen rural paving operations, to statewide crack sealing to major construction like the Champlain Parkway. His Canaan residency, and his versatility to perform inspection and administer pay estimates makes him a good candidate for northern, Northeast Kingdom projects.



**Marty Jerkins, LSIT, ACI, NETTCP, OSHA** is a registered surveyor in training with over 20 years' experience related to design, surveying, material testing and inspection of rural roads and bridges, throughout northern New England. His contractor, materials supplier and consultant experience provides a unique perspective, and enables him to represent municipalities with vigor.



**Brian Ordway, OSHA** also a Vermont resident and NHDOT retiree is a Technician Inspector has over 40 years' experience. He has overseen road widenings, traffic calming and safety improvements, to various bridges – new and rehabilitation, from temporary, steel girder and covered to water and sewer work. Equally comfortable, leading or being part of a team, Brian has excellent communication skills with contractors, designers, and municipalities.



**Clinton Smith, EIT, ACI, NETTCP, OSHA** is a seasoned resident representative. Clint has worked on projects throughout New England ranging in value from \$250K to \$80M. He is well versed in construction inspection and contract administration, which enables him to be the sole site person on projects, regardless of project size.



**Tajdar Aslam, NICET, CMIT, OSHA** is a seasoned resident representative with rural culvert and bridge repair experience, along with contract administration skills. A St. Johnsbury resident, he'll be looked upon to cover south central areas, along the New Hampshire border, south to White River Junction, and beyond.



## Section F Resumes

wsp



## James (Jim) D. Anderson

### Project Manager

#### Years of Experience

44

#### Education

AS, Civil Engineering  
Technology, University  
of New Hampshire

Continuing Studies,  
Civil Engineering -  
University of New  
Hampshire and  
Northeastern University

#### Professional Certifications

Certified NHDOT Local  
Project Administrator,  
Part 1 and Part 2 #1297

Mr. Anderson has extensive construction delivery experience from project manager to resident site representative. He has demonstrated ability in leading multi-player teams to plan, direct, and control the construction process from pre-bid through project close-out, on municipal projects, where numerous funding sources are utilized, and managed. His specialties include constructability reviews, claims avoidance, contract and bid document formation, and project execution.

#### Project Experience

**Champlain Parkway, Burlington, VT:** Project Manager and designated CEI Manager for this \$42M, 2.5-mile local roadway project, that will eventually connect I-189 and Route 7 with the downtown waterfront area, along the southwest side of the city. Significant elements include relocated utilities, bike paths and widened sidewalks, esplanades with period lighting, contaminated soils removal, six new signalized intersections, full depth reconstruction, and new construction, storm drainage and permanent mitigation features, and enhanced streetscape. The project is underway with a 2024 completion date. The project team consists of 8 to 10 staff. Jim has extensive interface with the City Engineer, the Municipal Project Manager, and the VTrans MAS Project Manager.

**VTrans, On-Call Contract, Montpelier, VT:** Project manager for on-call task order contracts since 2003, providing statewide construction inspection, materials testing, and specialty support, on more than 100 hundred projects. One of these included the \$39.5M, 3,600ft multi-span, steel plate girder Missisquoi Bay Bridge with 22, 10ft-diameter drilled shafts, which replaced an inoperable 1938 bascule drawbridge spanning Lake Champlain, a U.S. Coast Guard (USCG) navigable waterway. Another is the Colchester Causeway, an emergency project that restored the bike and ped path across Lake Champlain, on behalf of the surrounding communities and the local interest groups.

**Broad Street Parkway Project, City of Nashua, NH:** The Parkway, a local project overseen by both the FHWA and NHDOT, was a new \$35M, 1.8-mile, two-lane roadway. Jim was the consultant project manager and during the final phase of work; the resident engineer for the Fairmount Street CIP deck, sidewalk and approaches, the MSE Wall #2 overhangs, the multi span River Bridge from completion of 6ft-diameter drilled shafts to ribbon cutting, and the Intake Dam Structure and the major stone wall replacement along the Canal.

**Memorial Circle Reconstruction, Town of Kittery, ME:** Project Manager and acting resident engineer for the Memorial Circle Reconstruction, a \$1.8M local municipal project, with six approaches that includes Route 1, Route 236, Route 1 Bypass and Old Post Road. Jim served as the primary interface with the Town, DOT, Designers, and Contractor, while supervising a senior inspector (the clerk of the works), and assistant inspector/documentation specialist. Responsible for all supervision, management, inspection and documentation in accordance with the Maine DOT's Local Project Administration Manual.

**VTrans, Missisquoi Bay Bridge Project, Alburgh-Swanton, VT:** Construction services manager for this \$39.5M, 3,600ft multi-span, steel plate girder bridge with 22, 10ft-diameter drilled shafts, which replaced an inoperable 1938 bascule drawbridge spanning Lake Champlain, a U.S. Coast Guard (USCG) navigable waterway. The project also included removal of the existing bridge, causeways and approaches, full reconstruction and widening several miles of Route 78 and adjoining side roads, a National Parks boat launching facility and an at-grade crossing of the New England Central Railroad.

## Gordon Eastman, NETTCP, OSHA

### Quality Assurance / Quality Control

#### Years of Experience

48

#### Education

Associates Degree  
in Civil Engineering,  
Vermont Technical  
College, 1971

#### Professional Certifications

NETTCP Concrete In-  
spector #1023, NETTCP  
Drilled Shaft Inspector  
#668

Over 40 year's of construction inspection and management experience on transportation projects. Progressed from survey layout and quality control early to supervising trades, coordinating subcontractors, later managing all phases of projects from planning, scheduling to construction and closeout. Excellent communication skills demonstrated on public projects, successfully interfacing with agencies, designers, inspectors and abutters, during the construction phase. Keen understanding of VAOT and NHDOT standard specs having spent the last two decades building bridges and roads in Vermont and New Hampshire.

#### Project Experience

**Colchester STP BP19001-1:** Sole site representative for the fast track 3-mile causeway repair of the Lake Champlain Rail Trail. The bike path was heavily damaged in the spring of 2018 and was declared impassable. Using a Contractor IDIQ approach the work was started and the trail was re-opened in 11 days, for approximately \$0.3M. Gordy was responsible for inspection, contract administration and coordination between VTrans, Town of Colchester, Local Motion and the Vermont Dept. of Wildlife.

**Middlebury WCRS (23), EWP3(2), EWP3(1):** Chief Inspector for this \$72M project, broken into three phases: a tunnel phase which included major support of excavation, excavation, lowering of rail, installing new ballast and track, continuation of deep drainage system in sizes up to 42" ductile iron, installation of precast tunnel sections, and backfilling. An enabling phase which included installing the deep drainage system, relocating utility lines, constructing a driven pile/wale support of excavation system and relocating the Battel Block access road. An enabling phase which included removing and installing temporary bridges over the railroad tracks on Main Street and Merchants Row. The project required relocating utilities, modify pedestrian access and installing mini piles for the future work packages.

**New Haven BRF 0183(1) and Waitsfield BRF 013-4(39), VT:** As part of the QA preconstruction process, Gordy performed a constructability and biddability review, which included preparing a CPM master schedule, using probable logic and means and methods to be employed by contractors. New Haven is a \$3.5M bridge replacement project, on TH2, which includes constructing an entirely new steel/concrete structure, on a realignment. The substructure foundations include driven piles and large diameter drilled shafts. Waitsfield is a \$4.2M bridge replacement using precast elements, and a fast-track schedule, on a 600ft realignment of VT Route 100.

**Lincoln BRF 0188(8), VT:** Gordy is a chief inspector for the Vermont Agency of Transportation (VTrans). The replacement \$2.4M bridge and approach on TH 1 East River Road was constructed in one season, using a fast track method of precast concrete elements; abutments, box beams and approach slabs. The work consists of full replacement, road realignment, guardrail, safety signage and striping. Gordy was responsible for daily inspections, documentation, contractor interface, tracking and calculating quantities, along with special assistance to the resident engineer, when requested.

**Winterset, Inc., Lyndonville, VT:** Construction Manager and Superintendent on dozens of Vermont and New Hampshire transportation projects, many from start to finish, and at times overseeing multiple projects simultaneously. Involved in every aspect of construction projects, from estimating through final construction. Sets up projects from contacting Dig-Safe to working with landowners.



## Brian Latham, NICET, ACI, NETTCP, OSHA

### Resident Representative

#### Years of Experience

35

#### Education

University of New Hampshire, AAS, Civil Technology, 1987

#### Professional Certifications

NICET Level IV Highway Construction (#81461),

NETTCP Hot Mix Asphalt Paving Inspector (#1176),

NETTCP Concrete Inspector (#261),

NETTCP Drilled Shaft Inspector (#579),

ACI Concrete Field Testing Technician, Grade 1 (#01042426),

OSHA 30hr Construction Safety & Health Training (#600185727)

Brian Latham has more than 35 years of progressive experience in bridge, roadway, highway and utility construction projects as a sole site representative, (acting) resident engineer, assistant resident engineer, chief inspector, senior inspector and inspector. Brian has supervised or inspected superstructures and substructures for steel and concrete bridge replacements, cast-in-place and precast bridge deck replacement, bearing replacements, precast bridge elements, road box reconstruction, underground and overhead utilities, traffic signalization, maintenance of traffic, mill and fill paving projects, MSE and other types of soil stabilized fills, concrete barriers, sidewalks, granite curb, landscaping, safety signage, way-finding signage and other betterments. His responsibilities have included supervising field inspectors, materials testing technicians and surveyors, and acting as, or assisting the resident engineer with overall coordination and contract administration, while interfacing with many agencies, stakeholders and other third parties, i.e. railroad entities. Brian has participated from pre-bid through finals and other closeout activities. He has a working understanding and demonstrated experience with resident engineering, inspection and administration of federal, state and municipal construction projects.

#### Project Experience

**Broad Street Parkway, City of Nashua, NH:** Brian was Chief Inspector on three local public contracts for the City of Nashua with a combined value of \$35M. Project constructed under NHDOT standards. Duties included inspection and documentation of two bridges over the Parkway and Pan Am Railroad, and one multi-span crossing the Nashua River.

**US Route 5, Hartford, VT:** Senior Construction Inspector and acting Assistant Resident Engineer for this \$13M project for VTrans. Elements including widening and realigning ¾ miles of Route 5, including blasting, permanent sheet pile retaining walls, box cut excavations and backfilling, storm drainage, new 12" water and 15" wastewater with related services to businesses and residences, guardrails, paving, concrete sidewalks, curbs, traffic markings, signalization and landscaping. In addition, he routinely acted as the resident engineer by coordinating with the Town of Hartford Public Works and other third parties, while decisively resolving construction related issues.

**Bridge 8 over the White River, West Hartford, VT:** Brian was the sole site representative and Senior Resident Inspector for this for (VTrans on this \$2.4M bridge and approach realignment. As the owner's sole site representative, Brian acted as the resident engineer (assistant resident engineer), while providing routine inspections, performing or coordinating and overseeing field surveyors, and materials testing technicians, tracking quantities, preparation of field reports and finals closeout. Near end of project, assumed lead role coordinating between State and Town for the creation of a memorial park adjacent to bridge.

**Bennington Bypass Construction of Limited Access Highway, Bennington, VT:** Senior Construction Inspector for multiple contracts, which included over three miles of new roadway, seven bridges and four ramps. Contract #4, a \$12.1M project involving a five-span continuous bridge, embankment, superpave, stone ditches, erosion control sediment ponds and other drainage related items. Contract #3, a \$13M project included clearing and grubbing of 2.8 miles for the new roadway and three bridges.



## Joshua Illsley, ACI, NETTCP, OSHA

### Resident Representative

#### Years of Experience

17

#### Education

AS, Civil Engineering  
Technology, Vermont  
Technical College, 2007

#### Professional Certifications

ACI Level I, NETTCP  
Concrete Lab and Pre-  
cast

Joshua Illsley is a chief construction inspector, office engineer and contract administrator whose experience includes bridge, roadway and building construction. Mr. Illsley's responsibilities have included: quality control and construction inspection, document control, construction project field administration; and project documentation that included progress reporting and preparation of final contract documents.

#### Project Experience

**Champlain Parkway, Burlington, VT:** Chief Inspector, promoted from Office Engineer for this \$42M, 2.5-mile local roadway project, that will eventually connect I-189 and Route 7 with the downtown waterfront area, along the southwest side of the city. Significant elements include new or relocated utilities, bike paths and widened sidewalks, esplanades with period lighting, contaminated soils removal, six new signalized intersections, full depth reconstruction, and new construction, storm drainage and permanent mitigation features, and enhanced streetscape.

During preconstruction, Josh helped perform comprehensive constructability / biddability reviews to improve bid documents and minimize changes and claims. He has been instrumental in setting up, and implementing APPIA and Doc Express, the web-based platform for managing the construction administration process. In addition to his office engineer duties, he transitioned to chief inspector, in charge of supervising a staff of seven, including inspectors and technicians.

**Ludlow STP 2033(23) and Clarendon STP 20033(25), VT:** Charlie is a chief inspector for VTrans. This \$1.5M project includes; the reconstruction of two at grade rail crossings and the associated active warning systems on the Green Mountain Railroad, the full depth reconstruction of the approach roadways to each crossing and drainage improvements for each crossing. Charlie is responsible for daily inspections, documentation, contractor interface, tracking and calculating quantities, along with special assistance to the resident engineer, when requested.

**Castleton BRF 015-2, VT: Josh is an inspector and office engineer for VTrans.** The replacement of a \$2.2M bridge and approaches on VT Rt. 30 over the Clarendon-Pittsford Railroad is being constructed in one season under the VTrans Accelerated Bridge Program using precast concrete superstructure and substructure elements. The work consists of full bridge replacement, guardrail, safety signage and striping, along with lowering the Railroad under the bridge.

**Tunbridge Bridge Replacement Project, Vermont:** Construction Inspector on the \$3.8M replacement bridge project on Route 110, in Tunbridge Vermont. This is a steel girder structure with cast-in-place concrete deck and 'Texas' handrails, with 700 feet of approach. Other elements include: drainage improvements, period lighting, signage, paving, striping, box beam guardrails, and retaining walls. Responsible for: site inspection, daily reports, field survey layout and verification, tracking and recording of quantities, calculations and finals.



## Tyler Fenton, EIT, ACI, NETTCP, OSHA

### Resident Representative

#### Years of Experience

9

#### Education

BS, Civil Engineering,  
University of New  
Hampshire, Durham,  
NH

#### Professional Certifications

EIT, New Hampshire,  
2012 (6023)  
OSHA 30 Hour –  
Construction (34-  
602062132)  
OSHA 10 Hour – Road  
Construction (36-  
006009734)  
OSHA – Permit-Re-

Tyler is a civil engineering graduate with nine years of construction engineering, inspection, documentation, and administration experience. Comfortable as part of team, or as sole site representative, Tyler started his career with the New Hampshire Department of Transportation and has overseen, inspected and documented bridge, roadway and paving and streetscape projects, from groundbreaking through closeout. In addition to his demonstrated field experience, Tyler has hands-on experience in many aspects of construction contract management as a resident engineer, construction or contract Administrator, office engineer, and senior inspector, managing document control and workflows, maintaining project records, inspecting work, resolving technical issues and interfacing with clients, designers, contractors, third parties and abutters. Tyler has a working knowledge of MS Word/Excel, AutoCAD, Procore, Doc Express, Bluebeam, Adobe and Field Manager.

#### Project Experience

**Maine DOT – Kittery Paving Bundle, 024151.00, 026043.00 and 026624.10:** Tyler is the Resident Engineer on behalf of the Maine DOT for this \$4.4M, four-mile paving rehabilitation project along Route 1, the Route 1 Bypass, portions of Route 236 and the Kittery Rest Area. This stretch of highway is one of the busiest in the State, due to commuter traffic

related to the Portsmouth Navy Yard, and cross border tourist and resident traffic. Compounding the maintenance of traffic, significant coordination was facilitated by Tyler, due the Maine Turnpike's bridge joint and deck rehabilitation of various Route 1 to Route 95 connecting ramps, during the Fall 'leaf peeper' season. The overall scope includes HMA overlay, drainage and safety improvements. Examples of work product include 15,000 tons of 12.5 and 9.5mm asphalt, altering or adjustment of some 50 catch basins or sewer manholes and striping. Tyler supervises inspectors and technicians, being responsible for all resident engineering and contract administration, with daily interface between contractor, DOT and third parties. a critically important roadway project providing an important link to downtown Nashua and a second crossing of the Nashua River.

**City of Somerville, Somerville Avenue Utility & Streetscape Improvements Project:** \$45M project for the City of Somerville, MA, Department of Infrastructure and Asset Management. Resident Office Engineer involved in the startup, construction management/engineering during construction, and closeout of this deep urban utility and streetscape project. The project involved the installation of approx. 2200LF of 14'x6' precast concrete box culvert, approx. 6,000LF of various size water mains, approx. 4000LF of cured-in-place lining of varying diameter sewer pipes, the relocation of buried utilities (gas, electrical duct banks, communications duct banks and fire alarm), sanitary and combined sewer separation, new roadway and sidewalk including ADA provisions, porous cycle track, surface drainage improvements, traffic signal updates and green infrastructure urban streetscape.

**VTrans, South Burlington STP SCRIP (8) South Burlington, VT:** Chief Inspector and acting Resident Engineer on a \$1.6M replacement of an existing stone culvert on VT Route 116 (Hinesburg Road) carrying Potash Brook that was constructed in one season under the VTrans Accelerated Bridge Program, with precast concrete elements. The work included erosion and sediment control, excavation, dewatering, 12" water, 10" and 21" sewer relocations, gas main relocation (by others), stone fill armoring, underdrains, storm drains, installation of a new 14' x 8' x 115' box culvert, complete stream relocation, controlled density fill, paving, sidewalks, guardrails, safety signage and striping, maintenance of traffic and almost \$100K worth of permanent wetland mitigation soils, plantings and trees.



## Amgad Sadek, PE, PMP

### Resident Representative

#### Years of Experience

28

#### Education

Bachelor of Engineering  
in Mechanical  
Engineering  
Cairo University, Cairo,  
Egypt.

#### Professional Certifications

Professional Engineer:  
NY # 105496

Amgad Sadek is a well versed quality assurance and quality control construction inspection manager and bridge structural designer with more than 28 years of experience. Amgad has worked on a variety of projects for various state agencies, along with numerous municipalities. He is currently the resident engineer for the largest municipal project ever constructed in Vermont.

#### Project Experience

**Champlain Parkway, Burlington, VT:** Resident Engineer for this \$42M (LPA) 2.5-mile urban roadway project that connects I-189, and Route 7 with the downtown waterfront area, along the southwest side of the city. Significant elements include road box construction, relocated underground and aerial utilities, bike paths and widened sidewalks, esplanades with period lighting, contaminated soils removal, six new signalized intersections, full depth reconstruction, and new construction, storm drainage and permanent mitigation features, and enhanced streetscape. The project is underway with a 2024 completion date. The project team consists of 8 to 10 staff.

**Cashless Tolling Design-Build Project, NYSTA:** Resident Engineer and CIQA Manager: WSP performed both design and construction QA services on one of NYSTA's ambitious \$365M project to implement cashless tolling throughout the state. This project encompassed over 50 toll collection locations over a span of 450 miles (4 Divisions) including open road tolling sites and mainline gantry sites, construction of 50 communication buildings, demolition of 50 old plazas and the rerouting of all underground utilities (Electrical, Telecommunication, Gas, Drainage, Water, Sewer . . . etc.). Mr. Sadek acted as a Construction Inspection QC/QA Manager for the entire project and as a Resident Engineer RE for both Divisions 1 & 2.

**JFK Redevelopment Program for New York airport - The Port Authority of NY & NJ:** \$800M - Senior QC Design Engineer: Mr. Sadek was responsible for the superstructure work and teams involved. He led the structural coordination between all the disciplines and groups (civil, stages/temporary & permanent roadways, geotechnical, scheduling, utilities [five different groups], sign structures and garages) to locate the sub and super structures of the 12 new bridges to meet the project design criteria and the requirements of the other disciplines. He was responsible for preparing temporary support types & locations for the entire project. Also, he was responsible for determining impacts of changes to one discipline on the other disciplines – what work will be impacted when a change is made in one discipline/ how to efficiently and economically reduce the impact of such changes.

**Henry Hudson Bridge Reconstruction, New York, NY:** Lead engineer providing design detail and geometry for the superstructure replacement in accordance to Department of Transportation bridge manual, standard bridge details, ACI and AWS. He is also provided the bridge construction stages limits and sequencing in coordination with highway and maintenance and protection of traffic department. WSP, in joint venture, was responsible for the reconstruction of the upper and lower toll plazas and the southbound approach at the Henry Hudson Bridge.

**Ashford Avenue Bridge Rehabilitation, Westchester County, NY:** Lead engineer responsible for providing design detail and geometry for the superstructure replacement including repairs performed on the piers and abutments in accordance with the Department of Transportation bridge manual, standard bridge details, American Concrete Institute, and American Welding Society. He provides bridge construction stages limits and sequencing in coordination with the Department of Public Works and Department of Transportation.





## Damian Wise, ACI, OSHA

### Resident Representative

#### Years of Experience

9

#### Professional Certifications

Advanced Work Zone Traffic Control Supervisor (01192018)

American Concrete Institute (ACI) Concrete Field Testing Technician Grade I (01401656)

Asphalt Roadway Technician (4170-220/ARTIS)

CEPSCI Erosion Control (13317)

Concrete Field Technician Levels I & II (596-P1-0314)

Earthwork & Base Course Technician (4170-218/ERTH)

Nuclear Gauge Hazmat Certification (4170-218/NGHM)

Damian Wise has hands-on field experience while working as both a contractor and consultant. Within a three-year period while working for a contractor, he advanced from a flagger to an equipment operator, and quickly became a drainage crew foreman. His drive to expand his knowledge lead him to WSP as a roadway inspector. He quickly obtained eight of the required nine South Carolina Department of Transportation (SCDOT) inspection and technician certifications. He has worked on both design-build and bid-build project delivery methodologies for roadway and bridge projects. Damian is instrumental in documenting as-built conditions and critical activities associated with project delays and claims, change orders, and force account work. He has proven his ability to schedule, coordinate and save project money by reviewing and approving invoice submittals.

#### Project Experience

**Champlain Parkway, Burlington, VT:** Office Engineer for this \$42M, 2.5-mile local roadway project, that will eventually connect I-189 and Route 7 with the downtown waterfront area, along the southwest side of the city. Significant elements include new or relocated utilities, bike paths and widened sidewalks, esplanades with period lighting, contaminated soils removal, six new signalized intersections, full depth reconstruction, and new construction, storm drainage and permanent mitigation features, and enhanced streetscape. During construction, he is managing APPIA and Doc Express, the web-based platform for administering the contract management process. In addition to his office engineer duties, he periodically performs routine construction inspection.

#### Vermont Agency of Transportation Statewide On-Call Construction Management Support (2022):

Damian is a seasoned inspector and office engineer, reporting directly to a client resident engineer on various statewide projects. These include:

- ▶ **Moretown Middlesex STP FPAV (57)**, a \$2.1M, 6.5-mile pavement rehabilitation of Route 2 and the Middlesex Highway. Elements included milling and Superpave overlay, cutting in rumble strips, bridge joint replacement, rehabbing catch basins and drop inlets with rebuilt shoulders, replacement guardrail and new signs.
- ▶ **Montpelier-Berlin Deck (48)**, a \$2.1M, Bridge #64 rehabilitation over the Winooski River, with approach roadway upgrades. Elements included shoring bearings, new shear connectors, new expansion joints, new cast-in-place bridge deck, bridge and guardrail, striping, signage, and landscaping. A major two-way temporary bridge was installed to maintain this heavy traffic area.
- ▶ **Montpelier NH 6400 (45)**, a \$2.1M, rail crossing replacement of the Washington County Railroad at Route 2, with a new warning system and gates. Elements include precast track crossing panels, track structure renewal, excavation and grading, improved drainage, track turnouts, shared use path adjustments and utility sleeving.
- ▶ **Montpelier STP (30)**, a \$0.5M, rail crossing replacement of the Washington County Railroad. Elements include replacement of ballast and ties, underdrain, rubber seal, full depth HMA and signs.
- ▶ **Stowe STP SGNL (52)**, a \$0.85M roadway safety project on VT Route 100. Elements included roadway widening, drainage, new traffic signal with a left-hand turn lane, striping and guardrail removal and reset.



## Katie Connelly, EIT, ACI, OSHA

### Resident Representative

#### Years of Experience

3

#### Education

BS, Civil Engineering,  
University of Maine,  
Orono, ME

#### Professional Certifications

Engineer In Training  
(ME)  
MaineDOT LPA Certification (2020)  
NHDOT LPA Certification Parts 1 & 2, (anticipated Fall 2022)  
ACI Concrete Technician – Grade 1 (2021)  
ENV SP (pending 2022)  
OSHA 10hr Safety (2020)  
Confined Space Safety (2020)  
FHWA Work Zone Design (2021)

Katie Connelly joined WSP in the spring of 2020, bringing an excellent reputation as a task master with crossover construction management, inspection and design experience on roadways and buildings. Over the last several years' she has enhanced that experience, by participating in design and construction on a variety of roadway and infrastructure projects. She has worked with various construction documents including RFIs, technical submittals, quality checklists and other similar records. She is at ease communicating with various design engineers and field trades, and coordinating between contractors, or consultants. Katie is proficient with MS WORD and Excel. Hands-on with construction management programs such as PROCORE and Bluebeam and design program such as AutoCAD/Civil 3D.

#### Project Experience

##### **North Allston Storm Drain Extension Project (NASDEP), Boston, MA:**

Currently the Resident Engineer, design representative, working on Harvard University's North Allston Storm Drain Extension Project. For this \$90M heavy civil project, Katie is supporting the design team with field presence and construction oversight. Working full-time on site, responsibilities include tracking construction progress and quantities, observing and recording the work of multiple crews in compliance with the contract documents, interpreting plans and specification and resolving discrepancies with construction management, attending weekly progress meetings, writing daily reports, and reviewing pay requisitions for verification. Routinely utilizing Procure and WORD computer applications. Experience includes oversight of timber pile driving, steel sheeting SOE installation, a secant pile wall installation, presumed ACM excavation and disposal, large cast-in-place drainage structures, and the placement of an 84" RCP.

##### **Union Square Improvements, Department of Capital Projects and Planning, Somerville, MA:**

Assistant Resident Engineer working on the City of Somerville, MA, Somerville Avenue Utility & Streetscape Improvements Project. For this \$50M heavy civil, urban project, Katie supported the field team with construction administration, i.e., meeting minutes, submittal and RFI management, independent review, verification and data input of quantities, materials, and labor, reviewing pay requisition, and drafting change orders. Helping compile material certifications and other compliance documents. Routinely utilizing Procure, WORD and Excel computer applications. Previously, Katie spent 6 months as a Construction Inspector working full time in the field, assigned to oversee the work of multiple crews, tracking quantities, interpreting plans and specifications for clarification, writing daily reports. Experience includes oversight of 6'x14' reinforced concrete box culvert installation, water main installation and rehab, cured-in-place lining of large diameter sewer pipes, surface drainage installation and improvements. Assisted in green infrastructure compliance inspection, monitoring change order activities, and streetscape improvements such as bike lane facilities, pavement markings, sidewalk and curb replacement.

**Various Design Projects, Water/Civil Group:** Katie supported the Water/Civil group as an Assistant Engineer, bringing her construction expertise to a variety of design projects.





## Neil Mechlin, EIT, ACI, OSHA

### Resident Representative

#### Years of Experience

8

#### Education

BS, Civil Engineering,  
University of  
Massachusetts -  
Amherst, Amherst, MA

#### Professional Certifications

ACI Level I (02177101)  
NCEES Fundamentals  
of Engineering (FE/EIT)  
OSHA 10 Hour Con-  
struction Safety Train-  
ing  
NBIS Safety Inspection  
of In-Service Bridges by  
FHWA  
OSHA Confined Space  
Training  
Amtrak Right of Way  
MBTA Right of Way  
Keolis Right of Way  
Training  
Bucket Truck Aerial  
Platform Operator &  
Ground Person Train-  
ing  
Under Bridge Inspec-  
tion Unit Training  
Transportation Work  
Identification Creden-

Neil Mechlin is an adept bridge engineer and inspector that has developed a diverse record of work experience in eight years. Primarily leading and supporting non-construction bridge inspections, highway ancillary structure inspections and bridge ratings. Regular contributor to bridge design and survey projects. More recently, switched to construction inspection, overseeing various bridge and rail crossing rehabilitation projects. Always interested in taking on the offered project opportunities to expand experience. Effective team leader that applies knowledge with others to reach the most appropriate solution. Uses meticulous observational skills and engineering judgement to safely perform efficient field work.

#### Project Experience

**Vermont Agency of Transportation Statewide On-Call Construction Management Support:** Neil is a seasoned inspector, reporting directly to a client resident engineer on various statewide projects. These include:

- ▶ **Montpelier-Berlin Deck (48)**, a \$2.1M, Bridge #64 rehabilitation over the Winooski River, with approach roadway upgrades. Elements included shoring bearings, new shear connectors, new expansion joints, new cast-in-place bridge deck, bridge and guardrail, striping, signage, and landscaping. A major two-way temporary bridge was installed to maintain this heavy traffic area.
- ▶ **Montpelier NH 6400 (45)**, a \$2.1M, rail crossing replacement of the Washington County Railroad at Route 2, with a new warning system and gates. Elements include precast track crossing panels, track structure renewal, excavation and grading, improved drainage, track turnouts, shared use path adjustments and utility sleeving.
- ▶ **Montpelier STP (30)**, a \$0.5M, rail crossing replacement of the Washington County Railroad. Elements include replacement of ballast and ties, underdrain, rubber seal, full depth HMA and signs.

**MassDOT and RIDOT Statewide Bridge and Tunnel Inspections, Various Locations, MA and RI:** Team Leader and Bridge Inspector that performed numerous hands-on routine and special member inspections as Team Leader of in-service structures including continuous and

simple spanned concrete T- and I-beam, prestressed concrete box, steel beam bridges with concrete decks, reinforced concrete arch bridges, reinforced concrete T-beam bridges, steel multi-girder bridges, reinforced concrete slab, stone arch bridges, and I-90 and I-93 highway tunnels.

**MassDOT Inspection of Ancillary Highway Structures, Various Locations, MA:** Inspector that served on the team responsible for the long-term inspections of numerous ancillary highway structures, including highway signs, roadway lighting, traffic signals and intelligent structures.

**USACE Sagamore and Bourne Bridge Inspection, Cape Cod, MA:** Served as a team member for the inspection of this 2,400ft steel arch bridges with suspended deck owned by the United States Army Corps of Engineers Assisted in the use of safe climbing techniques and aerial equipment to inspect upper and lower truss member, below deck wind bracings, and the steel members over land and reinforced concrete abutments. Communicated effectively between the USACE, traffic control, SPRAT sub-consultants, and Cape Cod Canal dispatch for the critical safety, performance, and efficiency of the project.

## Emmitt Lambert

### Resident Representative

#### Years of Experience

45

#### Education

AS, Civil and Environmental Engineering, Vermont Technical College, Randolph, VT

#### Professional Certifications

ACI Level I  
NETTCP HMA  
(pending)

Emmitt Lambert is a recent technical college graduate. Emmitt has gained valuable experience during his first year of construction by inspecting and reporting on major interstate paving rehabilitation projects, and statewide crack sealing of state highways.

#### Project Experience

**Vermont Agency of Transportation Statewide On-Call Construction Management Support:** Emmitt is an entry-level inspector, reporting directly to client resident engineers for various statewide projects. These include:

- ▶ **Lyndon-Barton IM 091-3(55)**, a \$16M, 40-mile interstate patching, pothole repair, milling and paving a leveling wearing course. Elements include rumble strips, Superpave HMA, catch basin and manhole adjustments, guardrail, striping and maintenance of traffic.
- ▶ **Statewide North STP CRAK (43) and Statewide South STP CRAK (44)**, a \$2.4M, 100s of miles of state, U.S., and Interstate routing and sealing of cracks. Significant maintenance of traffic was implemented and coordinated.



## Martin Jerkins, LSIT, ACI, NETTCP, OSHA

### Resident Representative

#### Years of Experience

26

#### Education

University of Maine,  
Presque Isle, BA,  
Environmental Science  
2018

Northern Maine  
Technical College,  
AAS, Drafting Design  
Technologies, 1995

#### Professional Certifications

NH Land Survey-  
or-In-Training #586  
NETTCP Quality As-  
surance Technologist  
#460

NETTCP HMA Quali-  
ty Control Laboratory  
Technician #846

NETTCP HMA Pave-  
ment Inspector #2804

NETTCP Soils & Aggre-  
gate #1450

ACI Level I #01168596

Martin Jerkins has over two decades of inspection, materials testing and survey experience on highway, bridge, paper mill and utility construction projects with duties ranging from survey layout, verification and as-built design to lab and field materials testing, environmental monitoring, routine construction inspection and documentation, and QA/QC program management.

#### Project Experience

**Exit 103 Open Road Tolling Conversion, ME:** Senior construction inspector for this \$30M project. Overall scope consists of replacing the existing toll plaza with an ORT plaza that includes two ORT lanes in both I-295 directions, with six high speed tolling lanes and six cash booths. Work elements include realignment and widening of the roadway with open and closed drainage systems, a structural slab toll plaza and tunnel, tolling space frames, canopies, toll booths, equipment and infrastructure, realignment of various on and off ramps, advanced guide signs, and a new administration building, with parking, lighting, and landscaping. Utilized the locally controlled GPS Trimble rovers to help layout, track for quantities, and as-build the various integral project components. Full-time construction inspection, materials testing coordination and management, and contract administration support. Administrative duties include shop drawing review, actively participating in weekly progress meetings, coordinating with contractors, subcontractors, vendors, and MTA facility specialists, and 3rd party utilities. Tracking, entering, and reconciling pay item quantities, including flaggers. Reviewing and recommending payment for vendor and subcontractor invoicing, related to extra work. Preparing digital mock-ups for identifying and confirming layout of safety signage and similar elements. Heavily involved with logistics, coordination of resequencing, and work phasing to assess impacts to public safety and MTA operations.

**Bridge Repairs and Pavement Rehabilitation, ME:** Senior Construction Inspector on Maine Turnpike Authority (MTA) on-call construction inspection services contract on eight different bridge repair projects. Construction value approximately \$3M. The project elements include pavement and membrane replacement, concrete deck and rebar, parapet, fascia, fascia overhang, pier, and abutment repairs; protective coatings; concrete approach slab corbel repairs; bridge approach reconstruction and paving; guardrail modifications and maintenance of traffic.

**Bridge Repairs, Route 126 Underpass MM 101.7, West Gardiner, ME:** Senior Construction Inspector on MTA on-call construction inspection project with an approximate construction value of \$880K. Work consists of general repairs and modifications to the bridge including jacking the superstructure to increase under clearance over the MTA roadway. The work includes pavement and membrane replacement, concrete deck and rebar, parapet, fascia, fascia overhang, pier, and abutment repairs; end post replacements; bridge joint replacements; protective coatings; new concrete approach slab placement; installing bearing bolsters; bridge approach reconstruction and paving; guardrail modifications and maintenance of traffic.



## Brian Ordway, OSHA

### Resident Representative

#### Years of Experience

43

#### Education

AAS, Vermont Technical College – Graduated May 1977

#### Professional Certifications

Nuclear Testing Equipment, Troxler Electronics Laboratories, 1987 (Certificate #16133)

Brian Ordway brings more than 40 years of experience to WSP. For most of his career, Brian worked for the New Hampshire Department of Transportation progressing from entry level technician to Tech V, in responsible charge for overseeing and administering construction projects. Brian's project portfolio ranges from rehabilitated and new bridges, to road reconstruction and pavement preservation to utilities and traffic signalization.

#### Project Experience

**New Hampshire Department of Transportation: Senior Construction Inspector:** Provided construction inspection and administration duties for the following projects:

- ▶ I-89 Exit 19 Bridge Replacement, Lebanon, NH - 41191. This \$9.8M project includes substructure abutment repairs, complete superstructure replacement, a new bridge in the median, to allow greater north and southbound widths, storm drainage, cathodic protection anodes, and 12-24" pipe lining and a diversion, for multi-phase work. Additional work includes the rehabilitation of the Mascoma River bridges including cofferdams, south of Exit 19, and NB on/off ramps.
- ▶ I-89 SB Roadways and Bridges, Lebanon, NH - 15880. This \$15M project includes a combination of bridge rehabilitations, pavement preservation, and safety improvements along the southbound portion, of this heavily traveled section.
- ▶ I-89 Mascoma Street Overpass, Lebanon, NH - 25281. This \$2.5M project rehabilitated the existing bridge and included the use of prestressed deck panels, and installation of an insulated 12" watermain.
- ▶ I-89 Exit 20 Reconstruction, Lebanon, NH
- ▶ Town of Bath Historic Covered Bridge Reconstruction
- ▶ Route 4 Connecticut River Bridge and Road Reconstruction, Lebanon, NH
- ▶ I-89 Sewer Crossing Project (for the City of Lebanon, NH)
- ▶ I-89 Grantham-Enfield Safety Improvement Project

**Engineering Technician V:** Served as construction administrator on bridge and highway projects that included:

- ▶ Lebanon 14957A temporary bridge over the Connecticut River (\$2.4M)
- ▶ Lebanon-Hanover Route 10 pavement overlay and safety improvements (\$1.4M)
- ▶ Lebanon Widening pf Route 110 Exit 19 to entrance of Dartmouth-Hitchcock Medical Center entrance (\$4.5M)
- ▶ Grantham - Rehabilitation of bridge over Connecticut River (\$1.1M)
- ▶ Cornish-Windsor - covered bridge rehabilitation over Connecticut River (\$4.5M)
- ▶ Hanover-Norwich (VT) - Ledyard Bridge replacement
- ▶ Claremont-Newport - NH Route 11/103 reconstruction

## Clinton Smith, EIT, ACI, NETTCP, OSHA

### Resident Representative

#### Years of Experience

15

#### Education

B.S., Civil Engineering,  
University of New  
Hampshire (in progress)

A.S., New Hampshire  
Technical Institute, 2007

#### Professional Certifications

NH E.I.T #5683

NICET III – Highway and  
Bridge

ACI Level I #01186738

Certified NETTCP HMA

Inspector #2575

ATSSA Traffic Super-  
visor and Technician

#274225

OSHA 10hr Safety  
Trained

MBTA ROW Safety  
Trained

Keolis RWP Safety  
Trained

Clint Smith has over a decade of experience in bridge, highway and maritime construction, engineering, program management, and inspection. Clint has been involved in new construction, reconstruction or rehabilitation throughout New England. Clients include Maine, New Hampshire and Connecticut Departments of Transportation, Municipalities and Port Authorities. Project elements have ranged from new or rehabbed bridge abutments, seats and expansion joints, bridge joints, waterproofing membrane, steel girders, rehab or replacement, monolithic slabs, major cuts & fills, box culverts, storm drainage, water, erosion and sedimentation control, paving, guardrail, signage, maintenance of traffic, traffic signals and other utilities, survey layout and verification, materials testing, tracking and recording of quantities, and overall contract documentation. He is proficient in the use of various public agency construction management software platforms including Site Manager, Field Manager, Bluebeam and CMS, Citrix and the 'field book / 3-ring binder' system.

#### Project Experience

##### **I-95 Piscataqua River Bridge Rehabilitation and Operation / Safety**

**Improvement Project:** Clint is the Assistant Resident Engineer on behalf of the Maine DOT's multi state, multi stake holder project spanning the Piscataqua River between New Hampshire and Maine. Clint provides daily coordination with inspection & contractor staff, prepares or edits Daily Work Reports within Mobile Inspector used in conjunction with AASHTO Field Manager. He also assists the Resident Engineer with generation of progress payments, attends progress meetings, and action resolution.

##### **New Hampshire Department of Transportation (NHDOT) Statewide On-Call Construction Engineering and Inspection Services, New Hampshire:**

- ▶ Senior Construction Inspector / Office Engineer on the \$34.2M I-93 Corridor Salem-Manchester Project# 14633I. Work elements along this approximate 2.2-mile north and south-bound corridor include the widening of roadway (two lanes each direction), bridge demolition/widening/reconstruction and drainage improvements of a major NH highway with 44,000 vehicles/day.
- ▶ Memorial Bridge Replacement - \$81M design-build truss bridge lift span replacement. Clint was assigned to project after the substructure was complete with the superstructure underway. He was responsible for field inspection and construction administration support helping update electronic document control activities, which encompassed a database with almost 8,000 documents.

**Route 34, New Haven, CT:** Senior Construction Inspector on \$14M municipal project, which includes federal participating funds. Overall scope consisted of abandonment and demolition of a four-lane, two-way arterial highway, with the expansion of perimeter roads into 'complete street' boulevards, demolition and reconstruction of the College Street Bridge and associated major MSE and retaining walls. Clint was responsible for full-time field inspection and documentation of road box reconstruction, utility installation of all types, underground and overhead traffic signal systems, paving, striping, quantity tracking and payment reconciliation, pay estimate support, and finals. Coordination and inspection of MPT was continuous, due to moving work zones and operational restraints in a highly congested urban area.



## Tajdar Aslam, NICET, CMIT, OSHA

### Resident Representative

#### Years of Experience

19

#### Education

MS, Construction Management, Florida International University, Miami, FL  
 BS, Civil Engineering, FAMU/FSU College of Engineering, Tallahassee, FL  
 BS, Civil Engineering Technology, University of Central Florida, Orlando, FL

#### Professional Certifications

OSHA Construction Safety & Health HAZMAT  
 NRC Nuclear Gauge Safety  
 CMIT, (Construction Manager in Training), Exp 2023  
 FHWA-NHI-130101(Introduction to Safety Inspection of In-Service Bridge).

Tajdar has almost two decades of construction experience, including administration, construction inspection, estimating, and CPM scheduling. Tajdar has prepared progress pay estimates, final estimates, schedule controls, as-built plans using Blue Beam, and project status reports using FDOT Software. Having contributed to notable Florida Department of Transportation (FDOT) highway projects for widening, resurfacing, drainage improvements and “smart traffic” operations, he has worked with Primavera P6 software, the FDOT Material Acceptance and Certification System (MAC), EEO compliance, processing Construction Contract changes, and various Site Management systems, Site Manager Pay Item Tracking System (PTS) and Project Solve. More recently as Chief Inspector for the Vermont Agency of Transportation, he has utilized his experience supporting them as staff extension, while acting as sole site representative.

#### Project Experience

**Vermont Agency of Transportation, Statewide:** Chief Inspector. Responsible for construction inspection, documentation, contractor interface, tracking and calculating quantities, along with special assistance to the resident engineer. Site Field Manager and Doc Express systems were used to administer the contracts. Richford STV Culvert (59) -\$1M, New 1450’ box culvert, that included channel work and adjacent wetland mitigation. Richford ER 20-1 (806 C/2) - \$2M, Removal of temporary bridge along VT Route 105, over Loveland Brook, and replacement of Bridge #30. Traditional bridge replacement, with cofferdams, cast-in- place concrete abutments, steel girders and beam seats, concrete deck with asphalt overlay. Unique elements include temporary location of stream, performance-based concrete and 4” sewer installation.

**Hillsborough County:** Contract Specialist for the \$20M Apollo Beach I-75 Boulevard Flyover. This project includes two bridges, the overpass over I-75 is a steel super structure with 8.5” deck and the other is a concrete bridge with Florida I-Beams and PSP. This project involves the Bull Frog Creek, which is environmentally sensitive and there is a mitigation plan in place. Other elements of this project include drainage, roadway, traffic barriers, and guardrails.

**Florida’s Turnpike Enterprise, All-Electronic Tolling (AET) Phase 5C, 5A; Conversion Project, Broward County:** Contract Support Specialist. Scope of work includes the installation of over 1,000 square feet of sheet piling. This project includes converting the tolling system by constructing AET gantry systems to replace three existing tollbooths, resurfacing and roadside improvements, and bridge rehabilitation; MSE wall installation; lighting; new ramp alignments A unique facet of this project is the ITS Facilities Management System (ITSFM). This is the second project in the state to utilize ITSFM capabilities. My duties include coordinating the inspection staff, overall project management of contractor operations, reviewing/approving pay estimates, analyzing claims, and ensuring the overall compliance of the contractor’s operations with project plans, specifications, and special provisions. Construction Cost: \$33M; Phase 2. Construction Cost: \$19M.



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