

William C. Stein, Jr., PE, CCM

Roadway Construction & Materials Engineering Consultant

Cell Phone – 337-315-9833

Curriculum Vitae

I have more than 45 years of roadway / heavy highway construction and materials engineering experience. He offers consulting and expert services for attorneys on issues regarding road, street, highway, temporary traffic control, runway and earthwork; asphalt, concrete, coatings and other construction materials; plans, specifications, CPM scheduling (Primavera) and contract documents; right-of-way issues and work zone traffic safety. I performed contract performance, forensic investigations and provides consulting, expert reports, rebuttals, and testimony if required.

For contractors, bonding sureties, and road and highway agencies, I provide value engineering plans, cost estimates, contract proposals, interim project management; and claim preparation, analysis, and mediation.

I have a rich and varied work history that includes, Construction Materials engineering for highways and bridges, Construction work Zone traffic safety, industrial plants, high rise offices and power plants. I have worked for private owners and general contractors as well as the Department of Transportation.

Education

Associates of Civil Technology, Community College of Beaver County, PA 1969

Bachelor of Science Civil Engineering, University of Pittsburgh, Pittsburgh, PA, 1987

Awards and Achievements from the University of Pittsburgh: Received a Fellowship (Geometronics)

Teaching assistant (Soil Mechanics, Concrete, and Geometronics)

William Radcliff *Smith Award* for outstanding service to the School of Civil Engineering

Engineering Licensure

Louisiana PE No. 33164

Pennsylvania PE No. PE073412

Texas PE No. 125932

Professional Development Hours/ Conferences

2012 Forensic Geotechnical & Material Engineering; Legal Descriptions; Developments in Construction Law; Count the Goals – Accounting Data; Erosion Protection – Articulated Block; Dynamic Loading and Wave Theory of Deep Foundations

2013 Tort Liability: Managing Risk

2014 Natural Resources and the Natural Policy Act; Commissioning Construction Projects / Avoid Construction Defects; Complying with Construction Storm Water Regulations

2015 Contracting in Public Projects; Public Bid Law; Bridge Rehabilitation

2016 Bridge Maintenance and Repair; Concrete Pavements; New DOTD Specifications and Details; Construction Law; Precast Concrete Pavement; Troubleshooting Construction Projects Legal Issues

2017 Internal curing of concrete, Resistivity in Concrete how to design mixes that work,

2018 Evaluation & Repair of Concrete structures; Stability Analysis of Concrete Structures; Slope Stability; Storm Water Controls during Construction

Certifications

Certified Construction Manager (CCM) (8094)

Certified Primavera Basic (CPM)

Certified Primavera Advanced (CPM)
Certified LADOTD Structural (bridge)
Inspector/Technician, Certified Troxler
Humboldt Nuclear Moisture/ Density Operator
Lead Abatement
Certified Quality Compliance Surveillance in Fossil Power Plants, Organic & Inorganic Coatings
Application and Inspection
Certified Traffic Control Supervisor 2005 – Present
Certified Flagger Instructor 2015 - Present

Professional Associations

American Section of the International Association for Testing Materials - ASTM – C9 Committee
(1972455)
Construction Management Association of America - CMAA – (204785)
American Society for Civil Engineers - ASCE - (10927645)
American Traffic Safety Services Association ATSSA – (209924)

Professional Experience

Sole Proprietor, Precision Construction Engineering and Services LLC, 2017 –Present

I provide troubleshooting and other consultant services to government and private industries to assist in the successful completion of projects. I also provide expert witness services on construction or post-construction issues.

Project Engineer (Manager), Earnest Management, LLC, 2013-2017

I-49 Segment K Phase 1 (I-220 to Martin Luther King, Jr. Drive): I was responsible for project scheduling using Primavera, environmental issues, and claims. I worked with senior management in trouble-shooting and resolution of problems. I worked with the owner to resolve different design issues on the project site. I, as part of a team that included upper management and attorneys, negotiated claims and settled contract disputes. I also coordinated with attorneys on claims. My items of responsibility included: Restivity Concrete development, Cast-in-place concrete, and MSE wall installation.

Resident Engineer (Manager), the LPA Group Incorporated, 2010-2013

SP 450-30-0076, I-210 Bridge Pier Protection Replacement: This project was on the Calcasieu Shipping Channel in Lake Charles, Louisiana. The project involved the complete removal of existing dolphins (caissons) and installation of new dolphins and fender systems. My responsibilities included coordination of two design engineers and the client (LA DOTD). I managed field activities and coordination with the US Coast Guard and the Port of Lake Charles. Developed monthly pay estimates and prepared and updated the CPM schedule. I negotiated and authored change orders. I was the client's representative and successfully defended against claims. He developed as-built drawings and rendered all closeout documents. I was responsible for a staff of six.

Reconstruction of New York Avenue Bridge over nine rail road tracks in Washington, DC: This included installation of new footers and piers on micro-pile deep foundations. This was a stimulus project. I was sent to establish the field office and coordinate between the DC DOT, the engineers, and different rail carriers. There were multiple railroad tracks under this bridge: four METRO, four Amtrak, and one CSX. I developed detours, both pedestrian and vehicular. I was responsible for the monitoring of temporary traffic control for the owner, including the pedestrian detour. The work Traffic Control zone included New York Avenue and Florida Avenue Intersection with 1st Street NE. The Pedestrian Detour went around the bridge

From New York Ave to Penn NE down 4th St NE and ended at the intersection of Florida Avenue. I worked closely with the contractor's TCIS for the project. I kept TCIS informed of any deficiencies that I noted from devices, including concrete barrier, not being in proper position to poor reflectivity of the devices. I was especially concerned that the motoring public not be confused as they passed through the project. This included poorly placed temporary striping, unneeded signs not properly covered, and signs not properly weighted or out of location due to wind or moved by construction workers.

Resident Engineer (Manager), Louisiana Timed Managers, 2004-2010

Managed \$208 million worth of highway and bridge construction projects concurrently (approximately 63 miles), making two lanes four, with 17 bridges along the US-171 corridor. The overall project was broken up into seven separate contracts and at any one time at least three were working simultaneously. Responsibilities included pre-job engineer and constructability reviews, environmental (storm water control) compliance. I worked with several Contractors performing Traffic control in this 63+/- mile corridor, concurrently. I had full responsibility for the compliance of the work zone traffic control and made sure that it complied with the LADOTD and MUTCD requirements. I worked closely with the contractors TCIS's during setups and tear downs as well as Phase lane shifts. I monitored the condition of the traffic control to insure that the motoring public could go through without issues; this included the condition of the devices and reflectivity. The contractors were kept informed on an as needed basis and applied penalties when required. I addressed and resolved many design issues from deep foundation to erosion/storm water runoff. I directed all phases of construction, issuing change orders, negotiating pay estimates, reviewing and approving monthly CPM schedule updates, and performing QA/QC overview and acceptance. I was responsible for developing all closeout documents and as-built drawings as well as contract administration, claims defense, change order writing, trouble shooting and problem resolution. I worked with right-of-way attorneys to resolve land owner complaints to the satisfaction of DOTD and the public. I was responsible for a staff of 14.

Construction Manager/Supervisor, CMC Engineering, 2000-2004

Managed reconstruction of 3.5 miles of a four-lane divided concrete highway (US 22/30) with demolition and reconstruction of three over pass bridge decks (\$15.5M) (PENNDOT). I was responsible for oversight of all testing and QA/QC documentation. I negotiated the monthly estimate with the contractor's supervisor. I supervised a staff of six inspectors. On another project, I oversaw building of a three track Railroad Bridge for a new four lane road in urban Pittsburgh (PENNDOTD). The project consisted of rebuilding a complex intersection of US 19, PA 51, and multiple city streets. I also assisted the Traffic control engineer, by observing the traffic patterns, and reporting deficiencies as they occurred.

Transportation Construction Manager/Site Supervisor, Blauvelt Engineers, 1996-2000

I managed the reconstruction of County Road 15 Intersection with Interstate 81 at Martinsburg, West Virginia including utility relocation, and traffic control, (\$5.3M) (WVDH). On another project, I managed the widening of Interstate 81 to six lanes, and adding three overpass bridges, through the urban area of Martinsburg, West Virginia (WVDH). I oversaw reconstruction of Interstate 79, 3.5 miles. This was a four-lane concrete roadway with three overpasses and two major bridges over a valley and abandoned railroad that was turned into a walking trail. The over passes were re-decked and the major bridges were demolished and replaced. (PENNDOT). On these projects, he was responsible for construction management, administration, and QA/QC. I monitored traffic control and coordinated a staff of six.

Site Development and Start-up Engineer, New Earth Technologies, Inc., 1987-1996

I was the principle Engineer developing new products from agricultural bi-products. He worked in conjunction with the Department of Agriculture and Department of Environmental Quality in the State of Louisiana to establish resource supplies and logistics. I developed equipment list and a business plan to support the implementation of the pilot process.

Inspection Supervisor, SAI Engineering, 1987

I supervised reconstruction of the McKee's Rocks Bridge over the Ohio River (PENNDOT). I was responsible for QA/QC, and work zone traffic safety. The project was the replacement of the deck and upgrade of this structure built in 1931. The project included replacing badly corroded structural members, Rivet replacement, Pier repairs, spall repair of abutments, lead paint removal, sandblasting and coating. The project consisted of widening the three-lane bridge (1.1 miles long) into four-lanes. I also coordinated the police from the City of Pittsburgh and McKees Rocks to assist in traffic control during rush hour time periods.

Construction Inspector, Achenheil and Associates, 1984-1987

I inspected the reconstruction of the Parkway Central (I-376) in downtown Pittsburgh (PENNDOTD) while attending The University of Pittsburgh. During this project, he worked on the Ann Street relocation. This included a 1000' +/- long 175' high soldier beam tieback retaining wall with pin pile foundations (micro-pile). I was additionally responsible for QA/QC of a six-lane concrete highway, under traffic.

When not in the field, Mr. Stein worked in the laboratory testing and analyzing soils and concrete. I built and operated a Triaxial Compressive Strength loading device to do ASTM D 2664 & 2850. He also oversaw relocation of utilities.

Assistant Field Group Supervisor promoted to Field Group Supervisor (civil), Burns and Roe Engineers, 1977-1983

I was responsible for QA/QC of two 250-MW Coal Fired Power Generation units and all ancillary support facilities in Sebree, Kentucky and QA/QC of three 600-MW Coal Fired Power Generation units and all ancillary support facilities in New Roads, Louisiana. I reviewed over 5,000 caissons (drill shafts) from 18" to 120". I was also responsible for all corrosion protective coatings. During the projects he coordinated technical QC staff. I worked on the construction of two barge unloading facilities one on the Green River the other on the Mississippi River at New Roads. This included driving sheet piles mass concrete and barge pulling system. I was responsible for QA/QC and contract administrative physical audit (of all civil contracts) on three 600Mw Coal fired Power Generation units and support facilities in Louisiana. I had complete contract administration and QA/QC for a 64 Ac. fly ash storage pond construction on the bank of the Ohio River (Colman Station). The project was completed ahead of schedule and under budget and passed all environmental and USCE reviews.

Project Manager, Construction Systems Management, 1974-1976

I managed the building of several offices and relay stations for South Central Bell including a three-story structure. I advertised for bidders. I did the Contract administration and management, QA/QC and all other duties to bring in a project under budget and time.

Project Engineer, Utley-James, Inc., 1973-1974

I oversaw the construction of State Farm Insurance home office in Bloomington, Illinois and the University of Cincinnati Medical Science Building. I coordinated all sub-contractors and suppliers; performed trouble shooting and problem solving; and coordinated all close out activities.

Inspector/QA/QC lab technician; ALCOA Inc., 1970-1973

I worked on the building of an aluminum reduction plant that Alcoa was building for Kiser Aluminum in Sebree Kentucky. I was responsible for the design and equipping of a construction Materials lab, which was able to test soils, concrete, aggregates and asphalt. I oversaw a staff of two. I also inspected the construction of several turnkey administrative buildings, including the architectural finishes.

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