

## **DAVID PLACE, P.E.**

Senior Civil/Heavy Construction Consultant

### **EDUCATION**

Bachelor of Science, Civil Engineering – Montana State University, 1959

Registered Professional Engineer – Oregon # 5240PE, Montana # 2505PE, New Zealand

Registered Land Surveyor – State of Oregon Registration Number 1405LS

### **PROFESSIONAL ORGANIZATIONS AND TRAINING**

American Society of Civil Engineers - Fellow

Member of “The Beavers” Construction Organization

Dispute Resolution Board Foundation Administration and Practice Workshop

Primavera SureTrak 3.0, Project Mgr. 16-hour training by Integrated Project Solutions, Bellevue, WA

### **EXPERIENCE**

#### **Construction Consulting and Independent Review**

David Place has over 40 years of experience in the construction industry as a professional civil engineer with expertise in heavy civil construction projects. He specializes in bridge construction, cost estimating, change order management and claims defense and analysis. He has assisted owners and contractors with independent oversight of complex projects enabling teams to efficiently complete projects on-time and on-budget. His recent projects have included complex estimating projects, dispute resolution services, construction reviews, constructability analysis and bid review services. His wealth of experience in heavy construction including hydroelectric dams, bridges and roadways, and tunnels provides a thorough understanding of the challenges involved with massive construction projects.

#### **Recent Projects include:**

- ◆ Change order estimating and entitlement reviews for the Alaska Department of Transportation on the Sitka Harbor Bridge at Sitka, Alaska. The project for the Alaska Department of Transportation completed a seismic retrofit of the existing cable stayed structure for the bridge located near a major fault line.
- ◆ Construction estimates, schedules, and constructability reviews for OBEC Consulting Engineers on the Burnside Bridge over the Willamette River in Portland, OR. The work involves the retrofit of the mechanical, electrical, and civil work on a Strauss-type Bascule Bridge built in 1926.
- ◆ Construction constructability and methods evaluations for Wildish Standard Paving on Monroe Street Bridge over the Spokane River in Spokane, WA. Construction involves retrofit of a Historic 3 span arch bridge.
- ◆ Construction cost estimates and schedules for three bridges on US 26 west of Mitchell, OR. for URS Corporation’s Portland office. The Oregon Department of Transportation (ODOT) is the owner on this remote project.
- ◆ Bid estimate for Hamilton Construction on I-5 Columbia River Bridges for mechanical, electrical, and civil retrofit of lift spans, a \$12M project. Hamilton was the low bidder on this ODOT Project.
- ◆ Construction Estimating and Scheduling for David Evans and Associates on the Murray Morgan Lift Span Bridge for the City of Tacoma, WA. The project involves design and cost studies to either replace or rehabilitate the existing lift span structure over the Tacoma waterway.
- ◆ Constructability Review for Washington Department of Transportation (WSDOT) and Skillings-Connolly Consulting Engineers on I-5, South 48th to Pacific Avenue. The project is a \$90,000,000 modernization of I-5 at the SR5/SR16 Interchange near the Tacoma Dome.

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- ◆ Construction Estimating and Scheduling for the Sauvie Island Bridge in Multnomah County, Oregon for David Evans and Associates. The \$40,000,000 project includes a 1500 foot long weathering steel tied arch bridge on deep drilled shaft foundations.
- ◆ Dispute Resolution Board Member for the Lewis and Clark Bridge 433/1 Deck Replacement for Washington Department of Transportation (WSDOT). Max J. Kuney is the contractor on the \$18,000,000 project.
- ◆ Dispute Resolution Board Member for the Maple Valley to Hobart on State Rte. 18 project for WSDOT. Project is a \$55,000,000 modernization with grading, paving and 14 structures through a very environmentally sensitive corridor. Guy F. Atkinson is the contractor.
- ◆ Washington County Baseline Road VE Study for URS Corporation, Portland, Oregon. The scope includes a complex road, wall, and bridge project near Hillsboro, OR.
- ◆ ODOT. Numerous constructability, staging, scheduling, and permit reviews for statewide bridge and freeway projects.
- ◆ Tunnel inspections for FERC licensing on the McKenzie River, Carmen-Smith Hydroelectric Project for the Eugene Water and Electric Board.

### **Construction Executive Experience**

David spent 12 years as the Vice President and General Manager of Hamilton Construction Company. As senior principal and manager of the firm, he has a thorough understanding of the complexity of developing and motivating construction teams and is an excellent resource on the tools and techniques of successful project management. He can provide input on resolving issues and disputes that often arise during construction projects.

Along with management responsibilities, David directed complex construction projects in the Pacific Northwest and Northern California. He has supervised project managers and superintendents during all phases of construction projects and is an expert in the oversight of field construction. His construction project direction has also included responsibility for the change order process. He has overseen the negotiation of change orders, reviewed and processed claims, appeared before claim review boards, and participated in mediation sessions. He also sponsored the partnering efforts on major projects and served as the key proponent of partnering activities throughout the firm.

David's vast experience also includes P&L responsibility for multi-million dollar projects including hard dollar estimating. As such, he is capable of developing accurate estimates that reflect real world conditions. His responsibilities have also included equipment purchasing, repair and servicing instilling an understanding of the bottom line impacts of equipment issues. He also understands the relationship between profitability and accuracy in planning and scheduling.

### **Relevant Experience**

- ◆ Sponsorship of first two ODOT Design-Build Projects in Oregon.
- ◆ Haynes Inlet Slough (Arch) Bridge project for ODOT. This project on Hwy 101 included a \$16 million reconstruction of the slough bridge.
- ◆ North Jefferson-South Jefferson Interchange Project. A \$20 million improvement project on Interstate 5 completed for ODOT.
- ◆ State St. and North Santiam Improvement Project. A \$21 million project on Interstate 5 for ODOT.

**Construction Operations Management Experience**

Prior to promotion to General Manager, David spent nine years as the operations manager for Hamilton. His experience included direction of highway, bridge, and hydroelectric projects in the Pacific Northwest supervising project managers, project engineers and superintendents. His project work included new bridge construction and widenings, detour bridges, bridge raisings, bridge deck overlays, design-build access bridges for timber companies, dam and tunnel rehabilitation, and railroad bridge swing span rehabilitations.

**Relevant Projects**

- ◆ Lucky Peak Dam Spillway Repairs, U.S. Bureau of Reclamation, Boise, Idaho
- ◆ Canebrake Road U/C on Interstate 8, Cal Trans in Southern California
- ◆ North Umpqua Flumes Project, Pacific Power, Roseburg, Oregon
- ◆ Lake Harriet Dam, Portland General Electric, Clackamas River.
- ◆ Cle Elum to Terrace Heights on I-90, WSDOT.

**Construction Project Management and Engineering Experience**

David began his career with Hamilton Construction serving in a variety of project roles including project manager, superintendent, project engineer and estimator.

**Relevant Projects**

- ◆ Tieton Dam, U.S. Bureau of Reclamation, Yakima, WA
- ◆ Marquam Bridge Deck Overlay on I-5, ODOT, Portland, OR
- ◆ John Day Dam Navigation Lock Repair, US Army Corp of Engineers, John Day, OR
- ◆ Mt. St. Helens Eruption, Road and Railroad Access Bridge Replacements, US Army Corp of Engineers.
- ◆ Willow Creek Dam Concrete Structures, US Army Corp of Engineers, Heppner, OR
- ◆ Fly Ash Modifications to Centralia Power Plant, Pozzolanic NW, Centralia, WA
- ◆ Klamath River (Keno) Bridge, ODOT, Klamath Falls, OR

**Construction Engineering and Estimating**

David Pace spent his early career with Bechtel Corporation fulfilling a number of roles in the engineering department. He served as the senior field engineer on the construction of a 700 megawatt underground hydro-electric Power Station on Lake Manapouri, New Zealand. Included on the project was the construction of a 1-1/4 mile by 24 ft. diameter access tunnel down to the power station, which was 60 ft. wide by 120 ft. tall by 360 ft. long. The underground work also included the construction of 7-700' deep penstock shafts, 7-900' deep cable shafts, draft tube chamber, surge chamber, shaft and tunnel as well as the transition in to a 40' diameter by 6 mile long tailrace tunnel that emptied into a fiord.

As an Estimator in the Hydro Estimating Group in San Francisco, David completed estimates, schedules, cash flows, and constructability reviews for Hells Canyon Dam, Idaho Power; Wells Dam, Chelan Co. PUD; Tunnels for Sacramento Utility District Projects east of Placerville; and preliminary work for the Bay Area Rapid Transit construction. Prior to the estimating role, he functioned as the Field Engineer, on the Carmen Smith Hydroelectric Project on the McKenzie River for the construction of three dams, three tunnels, and two powerhouses. He was also the Design Engineer and draftsman in the Hydro Electric Design Group involved in powerhouse and dam stability studies, tunnel and spillway hydraulics, and structural concrete design.

**Other Areas of Technical Expertise**

In addition to extensive bridge construction experience, David is a highly qualified expert in roadway and embankment construction – especially in earth retaining structures and ground anchor structures for slope protection. He has estimated and constructed a wide variety of such structures including both conventional reinforced concrete retaining wall structures and more advanced systems including: MSE walls, wire walls, gabion walls, geotextile fabric walls, soldier piling and lagging walls with tie backs, tendon tiebacks, rock bolts, Dywidag tieback systems, and shotcrete reinforcement for slope protection. In addition, he has consulted with design engineers on value engineering and constructability features for a wide range of earth and rock retaining structures.