

# Discover THE DIFFERENCE

Make the most of your  
sales tax dollars

+  
Experience that  
works to your  
advantage

**WORKING OUT  
WHAT FITS YOUR  
SCHEDULE**

Avoid the  
roadblocks  
that impede  
project  
completion



CELEBRATING FIFTY YEARS ▶ 1965-2015

PROFESSIONAL ENGINEERING CONSULTANTS PA

April 23, 2015

Michael W. Spickelmier, PE  
Public Works Director  
County of Leavenworth  
300 Walnut, Suite 007  
Leavenworth, KS 66048



Reference: Leavenworth County Sales Tax Projects  
Consultant Qualification Packets

Dear Mr. Spickelmier:

Arterial roadways are an integral element in a county-wide transportation network. These links support the economic and social future of the community. The initial three projects selected by the County serve three growing municipalities: Basehor, Lansing and Leavenworth.

Professional Engineering Consultants, PA (PEC) understands the importance rural arterials serve to a community's traffic flow — a vital link for goods and services that make Leavenworth County more livable.

The Leavenworth County Department of Public Works has a tremendous responsibility to provide the necessary infrastructure to make it happen. PEC is here help you through the process. PEC has been providing quality road improvement designs since the 1960's. This year marks a 50-year track record of quality roadway design.

PEC is ready to begin immediately on any of your three projects. It is our understanding the City of Lansing will contribute funds for work within their city limits. Due to our current working relationship with Lansing city staff, the McIntyre Road project would be a great fit for us.

We have worked all over Kansas — developing traffic plans, designing roadways, pavement and other infrastructure essential to the success of travel in their communities. Keep reading to learn more about our team, our experience and how they will benefit your projects.

Thanks for this opportunity.

PROFESSIONAL ENGINEERING CONSULTANTS, PA

Michael W. Berry, PE, PS, LEED AP BD+C  
Principal-in-Charge/Topeka Office Manager

1263 SW TOPEKA BOULEVARD TOPEKA, KS 66612 785-233-8300 FAX 785-233-8855 [www.pec1.com](http://www.pec1.com)

## Contact Us

We are here for you!

PRINCIPAL-IN-CHARGE **MIKE BERRY, PE, PS, CSI, LEED BD+C** ► [Mike.Berry@pec1.com](mailto:Mike.Berry@pec1.com)

PROJECT MANAGER **MIKE STEWART, PE** ► [Michael.Stewart@pec1.com](mailto:Michael.Stewart@pec1.com)

1263 SW TOPEKA BOULEVARD | TOPEKA, KS 66612

**785-233-8300**

Check Us Out  
at [pec1.com](http://pec1.com)





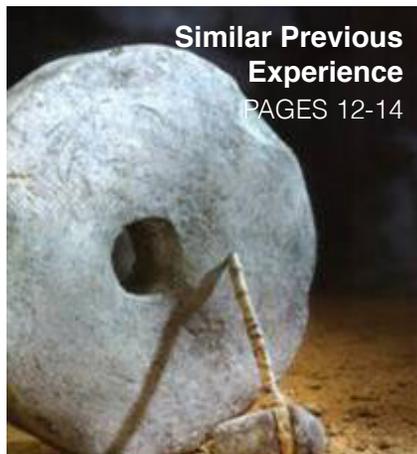
**Project Understanding**  
PAGES 4-9



**Schedules** PAGES 8-9  
**Current Workload** PAGE 15



**Construction Engineering**  
PAGE 16



**Similar Previous Experience**  
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# Inside

## Make the most of your sales tax dollars

Our team has been considering many aspects and possibilities for your projects. Check out our ideas..... PAGES 4-9

- ▶ 147th Street | 4-5
- ▶ McIntyre Road | 6-7
- ▶ Eisenhower Road | 8-9

## Working out what fits your schedule

We'll be flexible and exercise the necessary staff adjustments to make sure your projects are completed within your time frame .....PAGES 10-11

## PEC hasn't been designing roads since the wheel was invented, but close

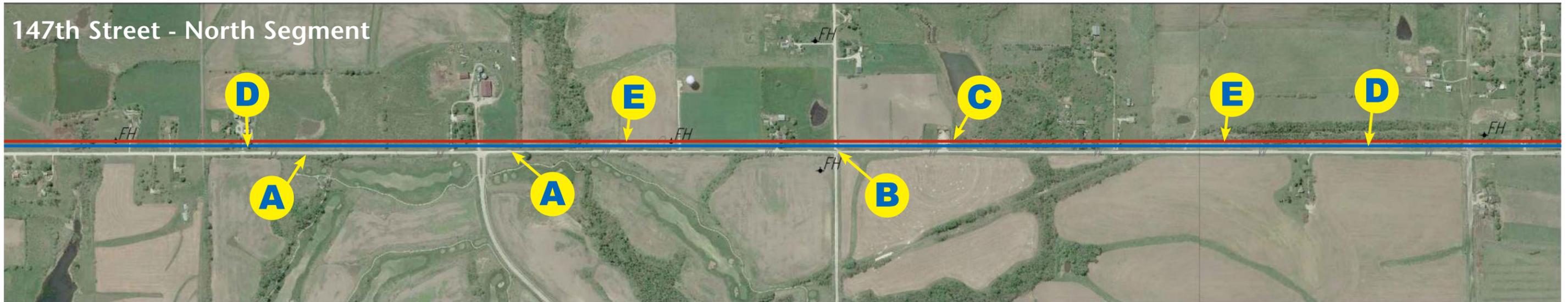
It's a bit of an exaggeration but we have thousands of miles of road design experience and are not afraid to use it to your advantage.....PAGES 12-15

- ▶ References | 15

## Meet your team

We commit our team to you!.....PAGES 17-19





### 147th Street from Fairmount Road to Parallel Road

The improvement of this segment of 147th Street will transform an aggregate-surfaced roadway to a fully paved rural arterial connection between the City of Lansing and the City of Basehor.

The route is an intensive utility corridor, with power transmission lines along the entire length, as well as waterline infrastructure along a three mile length. A dense network of natural gas utility infrastructure crosses at Donahoo Road, with a gas compressor station north of Hollingsworth Road.

Utility coordination is key for this project to be successful. PEC's multi-discipline team of engineers know how to maneuver through a project with major utility relocations. We've done it before and will do it for you.



### 147th Street Design Considerations

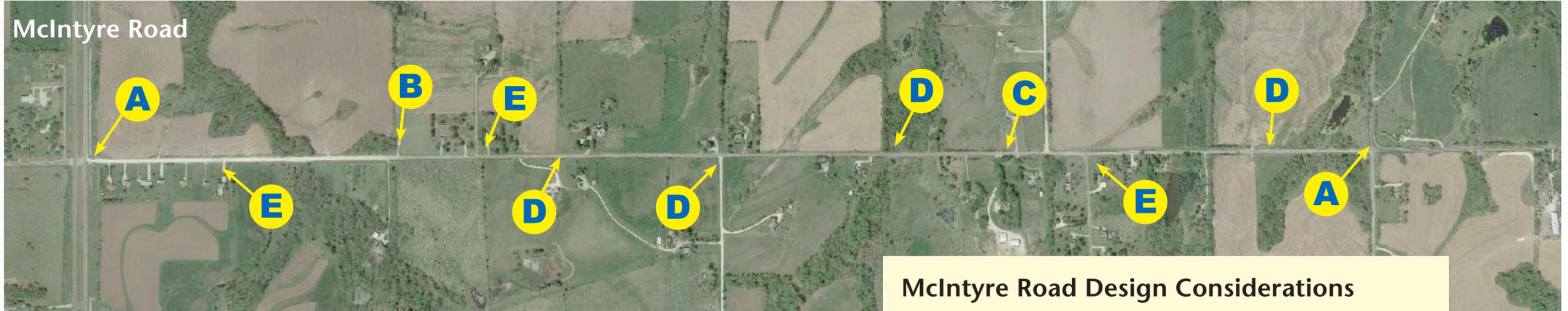
#### NORTH SEGMENT

- A** Minimize impacts on Falcon Lakes Golf Course during and post-construction.
- B** Minimize conflict with underground telephone at Hollingsworth intersection.
- C** Minimize conflict at gas compressor station and supporting infrastructure.
- D** Minimize conflict with waterlines (BLUE).
- E** Minimize conflict with power transmission lines (RED).

#### SOUTH SEGMENT

- F** Minimize conflict with transmission line on west (RED).
- G** Correct inadequate sight distance on south approach to Leavenworth Road.
- H** Coordinate with the City of Basehor at south terminus. Use Basehor City Standards as appropriate.
- I** Minimize conflict with waterlines (BLUE).
- J** Minimize conflict with natural gas facilities at Donahoo intersection.





### McIntyre Road Design Considerations

- A** Coordinate with KDOT at K-7 and K-5 intersections.
- B** Minimize conflicts with water facilities for Consolidated Rural Water District No. 1.
- C** Minimize conflict with Magellan Pipeline facilities.
- D** Improve sight distance at crest vertical curves.
- E** Address local access during construction.



### McIntyre Road between K-7 and K-5

The improvement of this segment of McIntyre Road will provide a new, more convenient paved link between these two state highways.

Only one half mile of this two mile segment is currently paved. The horizontal alignment is straight and needs little adjustment, but the vertical alignment is substandard for a 50 mph design speed.

The main consideration on this project will be cuts and fills to meet current design criteria.

The west portion of this segment lies within the City Limits of Lansing. It is our understanding, if funds are available, Lansing may request this portion be upgraded from rural to urban standards.

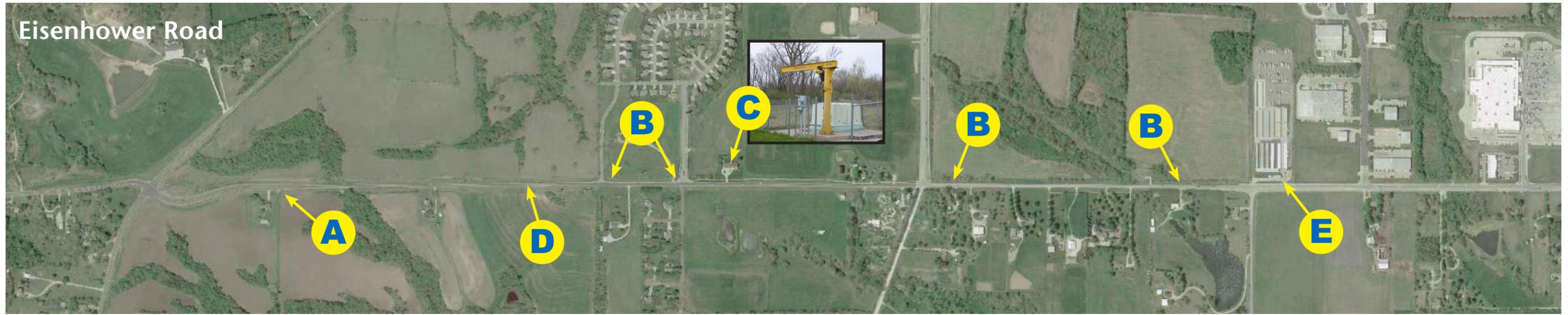
PEC has an established working relationship with Lansing. We are familiar with their City staff and design standards. Because we have worked on several projects with diverse funding sources, we know how to use your sales tax dollars wisely. We are the ideal team to tackle this stretch.



### We work with KDOT and Lansing

It goes without saying that PEC works with KDOT. Since PEC was born – 50 years ago, we have had an established relationship with KDOT. PEC has been working with the City of Lansing for more than twenty years. From major wastewater improvements to arterial street design to construction inspection under KDOT’s LPA program, we’ve designed numerous projects over the years.





- ### Eisenhower Road Design Considerations
- A** Transition to existing Tonganoxie Drive Intersection improvements designed by PEC.
  - B** Provide continuous local access during construction.
  - C** Minimize conflict with wastewater pump station and associated infrastructure.
  - D** Improve roadside safety with flatter ditch slopes.
  - E** Minimize business disruption.



### Eisenhower Road from 155th Street to Tonganoxie Road

Improving this segment of Eisenhower Road will provide the opportunity to improve safety on this two-lane route that currently carries 7,700 vehicles per day. With the current traffic load, a suburban four-lane section should be considered.



The major consideration for construction of this project is providing local access to the dozens of residential properties that are landlocked and depend on Eisenhower Road for their access. We will also work with the businesses along the route to minimize impacts to their access during construction.

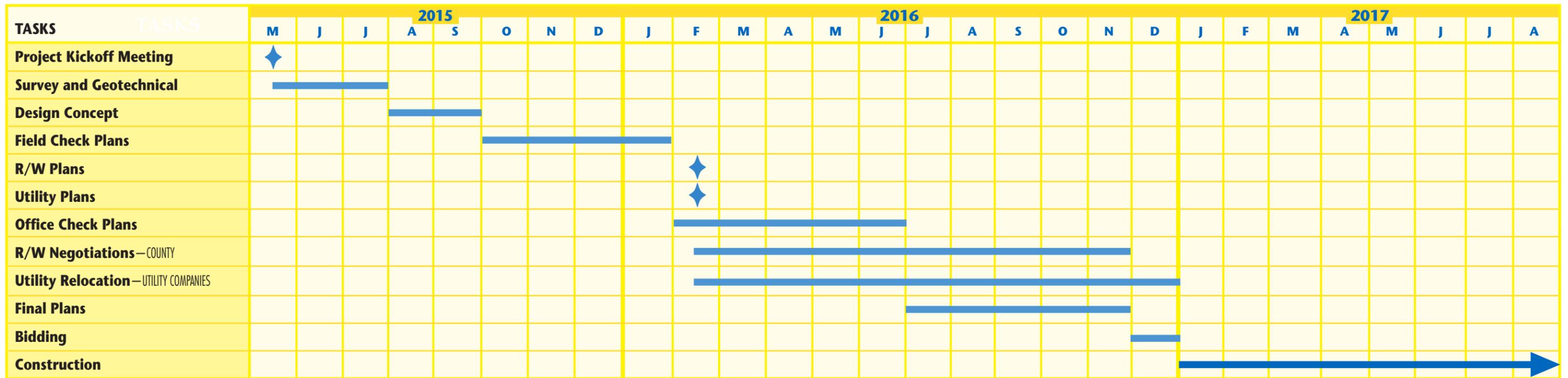
PEC's experience working with communities on similar projects serves as an advantage for building consensus and public buy-in for your project.

### We have experience on Eisenhower Road

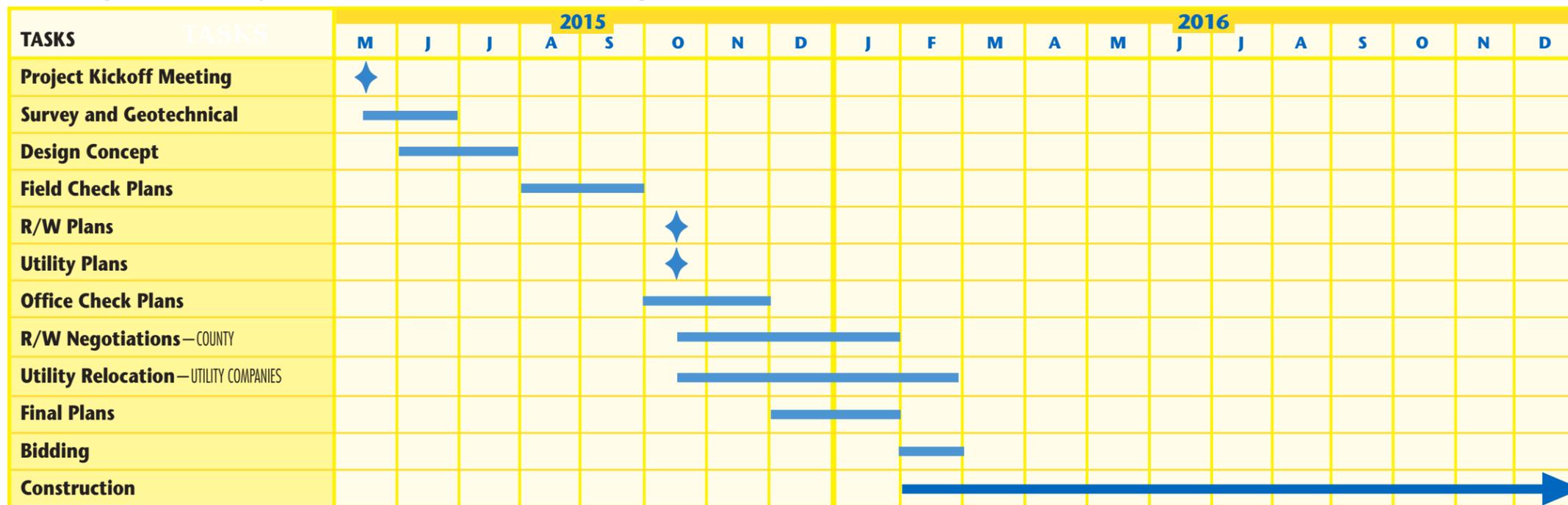
PEC designed the improvements at the intersection of Tonganoxie Road for Leavenworth County. At the other end of Eisenhower, PEC performed construction inspection services on improvements from K-7 to K-5 highways under the KDOT LPA inspection program for the City of Lansing. More of our work along the route includes the County's EMS Facility and the Dillons grocery and fueling facilities. Eisenhower Road is an address we know well – experience that works to your advantage.



### 147th Street - Proposed Schedule



### McIntyre Road | Eisenhower Road - Proposed Schedule



# Realistic Timing is Everything

We are used to meeting our clients' expectations for quality projects on time and within budget. Schedule and cost control requires constant attention. At PEC, this begins by establishing clear roles and responsibilities set in a realistic time frame.

Our detailed schedules of events, milestones and activities are distributed to each team member. The schedule identifies our deadlines and who will meet them. Having time and tasks charted and available at our finger tips assists in managing and tracking individual activities.

**PEC commits our resources to complete your projects within your time frames.** We have more than 270 employees that provide a full-range of consulting engineering services that can be added to our project team if needed. **Our team is ready to begin immediately.**

# Summary of Road Projects

**Check this out!** This is an outline of the types of projects we have completed for some communities in Kansas. But this does not tell the whole story. You'll have to read on to see how our commitment to quality and our passion for service benefits our clients.

LEAVENWORTH COUNTY EISENHOWER/TONGANOXIE         

LANSING EISENHOWER ROAD OBSERVATION, K-7 TO K-5     

LANSING DESOTO ROAD RECONSTRUCTION       

KDOT-LINWOOD K-32       

SHAWNEE COUNTY SE 45TH, TOPEKA TO CALIFORNIA     

KDOT-ATCHISON 6TH/US-59        

OTTAWA K-68/DAVIS       

TOPEKA SE 25TH, ADAMS TO CALIFORNIA    

KDOT-JEFFERSON COUNTY FERGUSON/US-24       

TOPEKA SW 29TH, URISH TO WANAMAKER       

TOPEKA SW 6TH, GAGE TO MACVICAR        

LAWRENCE KASOLD, PETERSON TO KTA       

HAYSVILLE GRAND AVE. MERIDIAN TO CAMPBELL         

KDOT-COFFEY COUNTY K-31       



# Avoid Roadblocks

## that impede timely project completion

Arterial street projects have common elements — geometrics, pavement design, drainage considerations, etc. On most projects, these issues are resolved easily. So what could possibly block your projects progress? Yep, you guessed it — **utilities, permits, and right-of-way** — Here's what we do to avoid those roadblocks.

### UTILITY RELOCATION EXPERIENCE

Almost every road project has utilities either parallel or perpendicular to the route. Overhead utility lines are easy to spot — underground utility lines are not. An unknown underground utility in conflict with your project can stop it dead in its tracks. Until x-ray vision is developed, potential underground conflicts are hidden. The keys to minimizing hidden conflicts is **research, diligence, and communication**.

We start by **contacting** Kansas On-Call for locates. As soon as survey is complete and plotted, we work with utility companies operating in the area to see if we plotted their existing lines accurately. When we perform property **research**, we are **always on the lookout** for utility easements. Where appropriate, potholing or excavation is used.

We **communicate** with utility companies during the entire design process, to avoid conflict whenever possible and resolve points on conflict as early as possible.



### PERMITS—DON'T LET THE SNAKES BITE

Permits come in many shapes and sizes from state and federal agencies with every

letter of the alphabet: USACE, USFWS, KSWPT, KDOT, KDHE, DWR, etc. PEC has worked with each of these agencies.



At design concept, we look for possible environmental impacts and the required mitigation. So whether it is the Redbelly and Smooth Earth Snake in Lansing, or the Spotted Skunk in Wichita, we address it from the start, before it causes delays.

### RIGHT-OF-WAY

Every road project eventually has to deal with easement acquisition. A simple project may only require a handful of temporary easements to reconstruct entrances. More complex projects may deal with dozens of tracts. Land ownership research and early identification of land acquisition needs, mitigate this possible road block.

Heavy cut and fill to improve vertical alignment requires significant right-of-way. Every entrance location or drainage crossing will potentially require an easement.

**PEC works closely with you to identify and analyze your easement and right-of-way needs before it can cause delays.** We provide staking for the purpose of appraisals, and as negotiations are completed, we can modify the initial design to fit specific requests.



# 29th and Fairlawn

## Turning an F into an A with a brand new kind of frontage road design

With a Level of Service score of an F and crash numbers high and rising, something had to change. The City of Topeka didn't have the funding to rebuild and realign the interchange, so a novel approach was needed — PEC had the answer.

29th and Fairlawn is the intersection of two principle urban arterials, nestled within an I-470 interchange. Two ramps of a diamond interchange are located within a few hundred feet west of the major intersection with an additional two ramps located within a few hundred feet south of the intersection.

PEC designed a **one-of-a-kind frontage-type road** connecting the two ramp locations, allowing a significant portion of traffic to bypass the main intersection.

The traffic signal at the major intersection was replaced and two new traffic signals were introduced, one on each end of the new connection road. The project limits were transformed from two signalized intersections to four interlinked signalized intersections.

The project concept was met with some public speculation that required delicate public education. PEC convinced the community the design would work, and would make the intersection much safer.

### MAJOR UTILITY RELOCATIONS

Even more challenging than public skepticism was the utility relocations. From the Kansas Gas Services lines to the USD 501 fiber optic line, PEC coordinated numerous relocations in a very short amount of time.

### NEW FUNDING SOURCES

New funding sources were identified in order to make this project a reality including City, State, and Federal funds. The State even donated inspection and construction administration services.

Because some of the funds had to be spent within a certain fiscal year or be lost, the project schedule was rushed — especially the utility relocations. The project finished on time and under budget, making vehicle and pedestrian traffic more safe. It wasn't magic but — *sometimes quality design and innovative solutions work like magic.*



# Client First – Always



PEC has a high percentage of repeat clientele. This clientele, which includes local government, federal government and private industry, is a direct reflection of our firm’s reputation for integrity and competence in all the engineering, planning and technical disciplines.

One of our corporate core values is **Client First – Always**. It is hanging on our wall to remind us the most important element in our job is **servicing our clients**.

Quality is echoed in a Contractor’s statement that “we can trust PEC’s plans to be right and we don’t have to guess how to build something.” This trust produces the best bid prices and the most well constructed projects for our clients. Our reputation and ability to provide exceptional engineering services is verified by our high number of satisfied clients. The following client references attest to the integrity and competence of PEC and we invite you to contact them for additional information.

▶ **CITY OF LANSING**

John Young, RLS, Director of Public Works  
730 First Terrace, Suite 3  
Lansing, KS 66043  
913.727.2400

▶ **CITY OF OTTAWA**

Richard Nienstedt, City Manager  
101 South Hickory  
Ottawa, KS 66067  
785.229.3637

▶ **CITY OF ATCHISON**

David Mahoney, PE, City Engineer  
515 Kansas Avenue  
Atchison, KS 66002  
913.367.5500

▶ **CITY OF PITTSBURG**

Bill Beasley, Director of Public Works  
201 West 4th Street  
Pittsburg, KS 66762  
620.231.4170

▶ **KANSAS DEPARTMENT OF TRANSPORTATION**

David Nagy, PE, Division of Engineering and Design  
700 SW Harrison Street, 10th Floor | Topeka, KS 66603  
785.296.0411



## Working out our current workload to fit you

Leavenworth County’s projects fit comfortably into our current workload. If we discover through the course of your projects that we need to **be flexible** and adjust our personnel schedules to fit your time frame — we have enough staff to make that happen.

Our team’s time has been committed to serve Leavenworth County’s Public Works Department.

***We are available to begin immediately.***



# Survey Plan

## TOPOGRAPHY

PEC will coordinate with Kansas One-Call and others to mark underground utilities in and near the project corridor. PEC survey crews will collect topographic survey data within the assigned survey limits to produce a base map with 1.0' contours. The survey data will include:

- ▶ All above and below grade utility improvements including pipe size, material, flow direction, etc.
- ▶ All utility structures such as area inlets, curb inlets, junction boxes, manholes, etc.
- ▶ Top of structure information, as well as all flowlines in and out including pipe size/material.
- ▶ All improvements, entrances, paving limits/type, landscape areas, and other planimetric features.

PEC will use a variety of equipment to collect the survey data including robotic total stations and GPS units. PEC will deploy our terrestrial LiDAR scanner to obtain roadway data in areas of high traffic. The use of this equipment will limit site disruptions and help keep survey personnel safe.

## BOUNDARY

PEC will contract with a local title company to provide Ownership and Encumbrance Reports for the parcels along the project corridor. The parcel deeds and easements will be reviewed and incorporated into the survey base map. The Chief of Survey will research available survey records including survey plats, subdivision plats, GLO notes, permanent surveys and section corner reference reports. Road records will also be researched. A thorough search for existing section corners, property corners and physical evidence will be made to accurately locate section lines, property lines and right-of-way along the project corridor.

## CONTROL

A key element of every design project is the quality of the survey data and the basis of that quality is the project control. We will establish project control based on available NGS monuments and/or OPUS solutions. Horizontal Control will be Kansas State Plane Coordinate System NAD 83 - North Zone, while Vertical Control will be referenced to NAVD 88. A minimum of four horizontal control points and three benchmarks will be set, at the least, each mile. We will establish additional control points and benchmarks along the project corridor, as required.



## Partial Construction Oversight

PEC will provide periodic construction observation services for your projects. It is anticipated that construction observation will occur on a weekly basis to assure compliance with plans and specifications. Inspection staff will be on-site full-time during critical steps in the construction process including during the placement of pavement and utility structures.

## Materials Testing and Quality Assurance

Material testing personnel at PEC know what is important to assure quality control on your project. Our materials testing team performs the tests essential for quality control associated with soils, aggregates, Portland Cement Concrete and asphaltic concrete.

Since 1973, PEC Field Services has been creating confidence on projects throughout the Midwest. Please see our *Summary of Road Projects* on page 12 for a list of roadway projects where we have performed field services including testing and quality assurance.

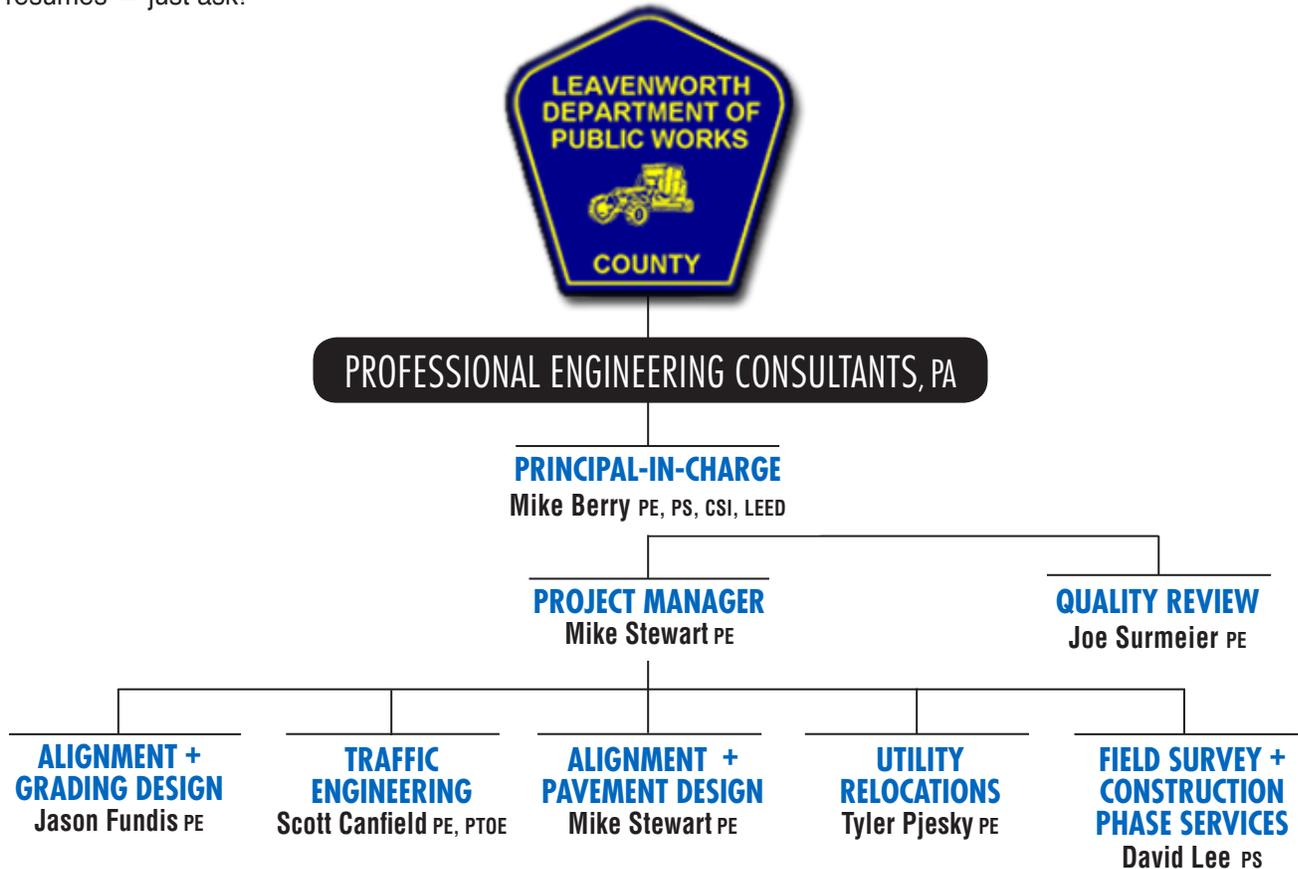
## Federal Funds

PEC has 50 years experience working on projects with federal funding. We know the paper work and requirements involved. Please see our *Summary of Road Projects* on page 12 for a list of similar roadway projects funded with federal dollars we have completed.



# Our team works for you

This chart identifies the organizational structure of our transportation team of experts — that way you know **who is responsible for what**. The personnel summaries that follow provide our key team member’s general qualifications so you know **this isn’t their first rodeo**. If you would like to read the longer version of their resumes — just ask!



## Mike Berry PE, PS, CSI, LEED AP BD+C ▶ PRINCIPAL-IN-CHARGE

As principal-in-charge, Mike will keep his eye on the dashboard and make sure all systems are running smoothly. He has more than 35 years of site civil design experience including lots of asphalt and concrete pavement - and utilities too!

### RELEVANT EXPERIENCE

- ▶ Eisenhower Road and Tonganoxie Drive Intersection; Leavenworth County, KS
- ▶ Eisenhower Road, K-7 to K-5 Construction Observation; Lansing, KS
- ▶ DeSoto Road, Ida to Eisenhower Reconstruction; Lansing, KS
- ▶ Kasold Drive, Peterson Road to the Kansas Turnpike; Lawrence, KS
- ▶ Kasold Drive, Bridge over the Kansas Turnpike; Lawrence, KS
- ▶ SW 29th Street from SW Urish to Wanamaker Road; Topeka, KS
- ▶ SW 29th Street and Fairlawn Road Traffic Signal/Intersection Improvements; Topeka, KS
- ▶ SE 45th Street, Topeka Boulevard to SE California Avenue; Shawnee County, KS
- ▶ K-68 and Davis Road Traffic Signal and Intersection Improvements; Ottawa, KS



**Management  
Principal**

Kansas State University  
BS, Civil Engineering, 1980  
MS, Civil Engineering, 1981  
Professional Engineer - Kansas,  
Michigan, Missouri, Nebraska  
Professional Surveyor  
LEED Accredited Professional BD+C

**35 YEARS EXPERIENCE**



## Mike Stewart PE ▶ PROJECT MANAGER | PAVEMENT DESIGN

Since Mike works with Mike, he mostly gets called Stew. Stew is our pavement guy. We estimate he's designed more than 120 lane-miles of streets and roads. You can rest assured with Stew leading our team he will keep your road project on the straight and narrow. He also specializes in all the accoutrements that go alongside of road design like drainage, waterlines, storm sewer, signalization, signing, and marking.



Project  
Team Leader

### RELEVANT EXPERIENCE

- ▶ Eisenhower Road and Tonganoxie Drive Intersection; Leavenworth County, KS
- ▶ Eisenhower Road, K-7 to K-5 Construction Observation; Lansing, KS
- ▶ DeSoto Road, Ida to Eisenhower Reconstruction; Lansing, KS
- ▶ SE 25th Street Reconstruction, Adams Street to California Avenue; Topeka, KS
- ▶ SE 37th Street Pavement Rehabilitation, Kansas to Adams; Topeka, KS
- ▶ SW MacVicar Avenue, 6th Street to I-70; Topeka, KS
- ▶ Gilman Road Concept Study; Lansing, KS
- ▶ K-68 and Davis Road Traffic Signal/Intersection Improvements; Ottawa, KS

Kansas State University  
BS, Architectural Engineering, 2003

Professional Engineer - Kansas

American Public Works Association  
American Society of Civil Engineers

12 YEARS EXPERIENCE

## Joe Surmeier PE ▶ QUALITY REVIEW

Joe is a pussycat on the golf course but he is a wildcat when it comes to quality control. With 24 years experience of designing every shape and size of roadway, he's our pick for overseeing the quality control on your road project.



### RELEVANT EXPERIENCE

- ▶ Crocker, Colwich and Wichita Avenue Improvements; Colwich, KS
- ▶ Grand Avenue, Broadway to Kansas Turnpike Authority I-35; Haysville, KS
- ▶ Grand Avenue, Meridian to Campbell; Haysville, KS
- ▶ 119th Street West, U.S. 54 to Maple Street; Wichita, KS
- ▶ Central Street Improvements at I-235; Wichita, KS
- ▶ Emporia Street, Waterman Street to William Street; Wichita, KS
- ▶ Greenwich Road Improvements, U.S. 54 to Central Avenue; Wichita, KS
- ▶ Maize Road Reconstruction, 21st Street North to 45th Street North; Wichita, KS
- ▶ 56th and Plum Roundabout; Reno County; KS
- ▶ 13th Street North, K-96 to 159th Street; Sedgwick County, KS
- ▶ 37th Street N. Relocation, Broadway to Oliver (Koch Industries Expansion); Wichita, KS

Kansas State University

BS, Civil Engineering, 1991

Professional Engineer - Kansas

American Society of Civil Engineers

National Society of Professional  
Engineers

24 YEARS EXPERIENCE

## Jason Fundis PE ▶ ALIGNMENT | GRADING DESIGN

It might look like grading design gives Jason a headache but really he is just rubbing his head for inspiration. We know he'll come up with the best design for your road project. He's been designing roads and other site civil projects since he walked through PEC's doors - and doing a fine job at it we might add.



### RELEVANT EXPERIENCE

- ▶ DeSoto Road Reconstruction; Lansing, KS
- ▶ K-68 and Davis Road Intersection Reconstruction; Ottawa, KS
- ▶ SE 45th Street Reconstruction and Waterline Replacement; Topeka, KS
- ▶ SW 10th Street Reconstruction and Waterline Replacement; Topeka, KS
- ▶ SW 29th Street from SW Urish to Wanamaker Road; Topeka, KS
- ▶ SW 6th Street Rehabilitation, Orchard Avenue to Topeka Boulevard; Topeka, KS
- ▶ 23rd Street Utilities Relocation; Lawrence, KS
- ▶ North Iowa Street Waterline Replacement; Lawrence, KS
- ▶ SE 45th Street, Topeka Boulevard to SE California Avenue; Shawnee County, KS

Kansas State University  
BS, Civil Engineering, 2009

Professional Engineer - Kansas

American Society of  
Civil Engineers

6 YEARS EXPERIENCE



## Scott Canfield PE, PTOE ▶ TRAFFIC ENGINEERING

Don't let his mild mannered appearance fool you, Scott's rapper name is P-TOE and he can (w)rap your traffic engineering plan so tight, you will not have any worries during construction.

### RELEVANT EXPERIENCE

- ▶ DeSoto Road, Ida to Eisenhower Reconstruction; Lansing, KS
- ▶ K-68 and Davis Road Traffic Signal/Intersection Improvements; Ottawa, KS
- ▶ US-40 and K-10 Interchange Improvements; Lawrence, KS
- ▶ SE 45th Street, Topeka Boulevard to SE California Avenue; Shawnee County, KS
- ▶ KDOT 4 Street/Highway Lighting Projects; Johnson/Wyandotte Counties, KS
- ▶ 10th Street, Fair to Gage; Topeka, KS
- ▶ Broadway and Centennial Reconstruction; Pittsburg, KS
- ▶ US-69 Highway Bypass Improvements; Pittsburg, KS
- ▶ West Kellogg Avenue Improvements, 111th Street West to 151st Street West; Wichita, KS
- ▶ I-70 Rehabilitation; Thomas County, KS
- ▶ Ford Street Improvements; Valley Center, KS



University of Kansas  
BS, Civil Engineering, 1990  
Professional Engineer -  
Kansas and Missouri  
Professional Traffic  
Operations Engineer (PTOE)  
**25 YEARS EXPERIENCE**

## Tyler Pjesky PE ▶ UTILITY RELOCATIONS

Tyler might be young but he's acquired valuable skills in his toolbelt since starting work at PEC in 2006. His primary duties include evaluation, planning and design of municipal water and wastewater systems including treatment, distribution and collection. He'll use these skills to evaluate the existing utility systems so conflicts are reduced.

### RELEVANT EXPERIENCE

- ▶ 23rd Street Utilities Relocation; Lawrence, KS
- ▶ Arkansas Street, 2nd to 4th Waterline Replacement; Lawrence, KS
- ▶ Avalon Street Waterline Replacement; Lawrence, KS
- ▶ Homestead Drive Waterline Replacement; Lawrence, KS
- ▶ Lawrence Avenue Waterline Replacement; Lawrence, KS
- ▶ 8th Street Waterline Replacement; Lawrence, KS
- ▶ Lyman Road Waterline Replacement; Lawrence, KS
- ▶ Mississippi Street, 3rd to 4th Waterline Replacement; Lawrence, KS
- ▶ Bob Billings Parkway, Bobwhite Drive to George Williams Way Waterline; Lawrence, KS



Kansas State University  
BS, Biological and Agricultural  
Engineering, 2006  
Professional Engineer - Kansas  
Kansas Water Environment  
Association  
**9 YEARS EXPERIENCE**

## David Lee ps ▶ FIELD CONSTRUCTION PHASE SERVICES

You can depend on David. He will make sure all your survey needs are met. he will be coordinating and managing the survey, geotechnical, materials testing and inspection required for your projects. He is adept at site research; project coordination; computations and calculations; preparation of plats and legal descriptions; client relations and quality control.

### RELEVANT EXPERIENCE

- ▶ DeSoto Road, Ida to Eisenhower Reconstruction; Lansing, KS
- ▶ 10th Street, Fairlawn to Gage Improvements; Topeka, KS
- ▶ SE 25th Street, Adams to California; Topeka, KS
- ▶ Aquarius Drive Culvert Replacement; Topeka, KS
- ▶ NW Lyman Road from Tyler to Topeka; Topeka, KS
- ▶ University of Kansas Jayhawk Boulevard Right-of-Way; Lawrence, KS
- ▶ K-68 and Davis Road Traffic Signal and Intersection Improvements; Ottawa, KS
- ▶ KDOT K-10 and US-40 Interchange Improvements; Grandview Plaza, KS
- ▶ KDOT US-24 and Ferguson Road; Perry, KS
- ▶ KDOT K-260 Bridge over Black Kettle Creek; Moundridge, KS
- ▶ Mississippi Street, 3rd to 4th Waterline Replacement; Lawrence, KS



Ottawa University  
BA, Business Management, 2014  
Professional Surveyor - Kansas  
Kansas Society of  
Land Surveyors  
**23 YEARS EXPERIENCE**





**PEC**

SCIENCE  APPLIED®

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