

GARY T. GEDDES, P.E.
700 Glen Circle – New Smyrna Beach – Florida – 32168
Telephone: 386-427-6220
E-mail: glencir@cfl.rr.com

EDUCATION

Carleton University, Ottawa, Ontario Canada (graduated 1965)
Bachelor of Engineering (Civil)

REGISTRATION

Professional Engineer, Florida (as of 3/4/1988)

PREVIOUS REGISTRATION

Professional Engineer, Pennsylvania (as of 3/1973)
Professional Engineer, Ontario, Canada (as of 1967)

CAREER EXPERIENCE

1991-2003 Florida Department of Transportation (Turnpike Enterprise)

Position: Area Construction Manager for mainline Turnpike north of Yeehaw Junction;
Seminole Expressway (Projects 1 and 2) and Southern Connector Extension

Responsible for the overall management of construction for 24 miles of S.R. 417, The Greenway, consisting of 18 miles in Seminole County and six miles in Orange and Osceola Counties. (Total construction cost – approximately \$270 million)

1988—1991 GAI Consultants-Southeast, Inc., 618 East South Street, Orlando, FL 32801

Telephone: 407-423-8398

Position: Vice President

Sr. Project Engineer on Florida projects including widening seven bridges on I-95 in Volusia County, the Lytle Avenue Causeway in New Smyrna Beach, and toll booth construction (contract 406) on the Eastern Beltway in Orlando. Total construction value \$30 million. Responsible for coordinating, directing and controlling the efforts of the assigned project teams and maintaining an open liaison with the clients. Actively involved in administration and management of company's construction services group and provided technical assistance in resolving difficult construction problems.

1985-1988 GAI Consultants-Southeast, Inc., Beatty Road, Monroeville, PA.

Position: Engineering Manager

As Project Manager in the Construction Monitoring Group, I was responsible for coordinating, directing and controlling the efforts of the assigned project teams and maintaining an open liaison with the clients. Actively involved in the administration and management of the group and provided technical assistance in resolving difficult construction problems. I participated in the implementation of a computerized record keeping system for the Pennsylvania Department of Transportation to document highway construction projects.

1981—1985 Green International, Inc. 740 Beaver Street, Sewickley, PA 15450 (a full-service civil engineering consulting firm.) Company purchased by GAI Consultants, Monroeville, PA.

Position: Director of Construction Services; Chief Engineer

As Director of Construction Services, I was responsible for all construction management services provided by the corporation throughout western Pennsylvania. Direct management, administrative and technical responsibilities included staff training and education for all highway construction inspection related projects. Assumed an active role in each project's administration and provided technical guidance and advice in resolving construction problems. Specific project involvement included rehabilitation of the Westinghouse Bridge and Ambridge-Aliquippa Bridge, resurfacing of Pangburn Hollow Road in Allegheny County, rehabilitation of I-79 in Erie County, construction of a new four mile section of the Southern Tier Expressway (a four-lane divided highway in Erie County), and construction of a 0.6 mile section of I-279 in downtown Pittsburgh.

I also had construction monitoring responsibilities for resurfacing of existing runways, taxiways, aprons, and construction of new taxiways, aprons and tie-down zones at Altoona-Blair County Airport, Indiana County Airport, St. Mary's Airport, and Clarion, Beaver, Butler, Loch Haven, and Greenville airports. Work at Greater Pittsburgh International Airport had a construction value of \$10.5 million and consisted of the rehabilitation of 5,300 lineal feet and the extension of 2,900 lineal feet of the center runway.

1977-1981 Hurst-Rosche Engineers, Frankfort, Kentucky

Position: Resident Engineer

As Resident Engineer I was responsible for the construction of 20 miles of new four-lane divided expressway (S.R. 80) in the Appalachian Mountain region of Eastern Kentucky. The 91.2 million project involved 50 million cubic yards of excavation with cuts 300 feet deep and fills 250 feet high. The project included construction of 19 major drainage structures consisting of reinforced concrete box culverts, a 50 foot span adjacent box beam bridge, and a 28 foot span, 760 lineal foot reinforced concrete arch culvert

1974 – 1977 Nicholson Construction Company, Pittsburgh, PA

Position: Field Superintendent for pile driving contractor in western Pennsylvania, West Virginia and eastern Ohio.

As Construction Superintendent I was responsible for the coordination and liaison with clients and directed the activities of company crews in the driving of wood, steel pipe, steel H-beam, cast-in-place concrete piling, steel sheet piling, and steel beam with concrete or wood lagging retaining walls.

1967-1974 Pennsylvania Department of Transportation, Pittsburgh, Pa.

Position: Assistant District Construction Engineer in southwestern Pennsylvania

As an Assistant District Construction Engineer for PennDOT, I was responsible for staffing and administration of highway construction projects from bidding to completion. Overlooked contractors work for compliance with project design and specification requirements. Primary area of responsibility was construction of 10 miles of I-79 from Glenfield to Carnegie, Pa. I was also responsible for field reviews in the development of final design details, review/approval of drawings and plans prepared by design firms, and maintenance of the District's design schedule through use of the Critical Path Method (CPM.)

1965-1967 Ontario Department of Transportation, Kingston, Ontario, Canada

Position: Project Soils Engineer

As a project soils engineer for the Ontario Department of Transportation, I conducted field surveys to determine existing soil and rock formation along proposed routes, made recommendations for horizontal/vertical alignment changes, conducted field investigations to determine final profile grade line, as well as type and thickness of pavement design.