



WILL CHANEY

Career Summary:

Will brings over twenty-eight years of CADD experience, with a focus on Oklahoma DOT roadway design. His strengths horizontal and vertical profile design, cross section creation, earthwork calculations and asphalt/concrete calculations. He is extremely proficient with Microstation V8i, AutoCAD, AutoCAD Electrical, SolidWorks (3D) and SolidWorks Electrical software and has worked directly with Oklahoma DOT and Local Governments in designing Roadway projects consisting of sidewalk design, drainage design, curb & gutter design, and utility design.

Project Summary:

CADD Operator for I-35/SH-9 East/Lindsey St. (ODOT)

Reconstruction of the north half of the I-35/SH-9 East interchange with new ramps and connect Ed Noble Parkway from Lindsey St. to SH-9 East Reconstruction of the I-35/Lindsey St. interchange as a Single Point Urban Interchange (SPUI) which features longer on- and off-ramps at I-35, a wider bridge and single array of traffic signals on top of the bridge to allow large volumes of traffic to negotiate the area Widening of I-35 to six lanes from south of Main St. to the South Canadian River, completing the widening of I-35 between Oklahoma City and Norman. Will is responsible for plan and profile sheets, assisting with alignment layout, cross sections and earthwork, asphalt and concrete quantities.

CADD Operator for I-35/I-240 Interchange (ODOT)

Phase 1 – I-240 and Santa Fe Ave.

This phase included reconstruction of I-240 from Santa Fe Ave. east past Shields Blvd. and conversion of Santa Fe Ave. to a full interchange. The I-240 ramps between Santa Fe Ave. and Shields Blvd. were reversed with construction of a new westbound I-240 off-ramp and eastbound I-240 on-ramp at Santa Fe The eastbound I-240 off-ramp and westbound I-240 on-ramp at Shields Blvd. were permanently closed. The new ramps at Santa Fe. will accommodate the I-240 traffic that currently uses the existing interchange at Shields Blvd., which must be removed in a future phase due to its close proximity to I-35.

Phase 1A – Eastbound I-240 to southbound I-35

This phase reconstructed the eastbound I-240 ramp to southbound I-35 and the eastbound to southbound service road between Shields Blvd. and S.E. 82nd St. The eastbound I-240 on-ramp from Shields Blvd. was permanently closed due to its close proximity to I-35. I-240 traffic will now use the new on-ramp at Santa Fe Ave. The southbound I-35 off-ramp to S.E. 82nd St. was permanently closed to make room for a new, longer ramp from I-240. I-35 traffic now uses the off-ramp at S.E. 89th St. Phase 2 — I-240 between Pole Rd. and Eastern Ave., northwest, northeast and southeast service roads, southeast, northeast and northwest interstate ramps. Phase 3 — Eastbound I-240 between Shields Blvd. and Pole Rd Phase 4 – Westbound I-240 between Pole Rd and Shields Blvd., westbound I-240 bridge over I-35. Will is responsible for plan and profile sheets, assisting with alignment layout, cross sections and earthwork, asphalt and concrete quantities.

CADD Operator for I-44/US-75 Interchange (ODOT)

Widening and reconstructing all pavements on I-44 from four lanes to six between the west side of the Arkansas River bridge and Union Avenue. Replacing five bridges; one at Union Ave. over I-44, two US-75 bridges over I-44 and two US-75 bridges over Mooser Creek (located just south of I-44 junction). Replacing and slightly reconfiguring all four cloverleaf ramps at the interchange to match geometry of the new elevation of the US-75 bridges over I-44. Will is responsible for plan and profile sheets, assisting with alignment layout, cross sections and earthwork, asphalt and concrete quantities.

CADD Operator for (PI0021192) The Buford Spring Connector Tunnel

This 435' long tunnel is a braided ramp from the SR13 Buford Connector SB ramp passing under the I-85 mainline to I-85 SB. A 3D model of the entire tunnel was generated using actual tunnel entrance and exit portal height measurements and aerial imagery. AGi32 was used to perform daylighting analysis to determine the amount of natural daylight penetration

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Education:

- ◆ HS Diploma
- ◆ 2 years Technical Schooling

Areas of Expertise:

- ◆ All Aspects of Road Design
- ◆ Inroads & Open Roads Design Software
- ◆ Microstation V8i, AutoCAD, AutoCAD Electrical, Solidworks(3D), Solidworks Electrical
- ◆ Stormwater & Wastewater design



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within the tunnel. It was not surprising that this box culvert tunnel required supplemental daytime lighting and nighttime lighting within it due to the overall poor natural daylight that penetrates within it. A minimalistic approach was taken to provide new lighting within the tunnel by placing new lights along each of the wall sides to light the single lane. Given the nature of the tunnel and limitations of the scope, the existing embedded conduit and junction boxes were re-used in the retrofit, but everything surface mounted was removed. As the existing system was operational and the tunnel is so dark, Wi-Skies worked diligently with the contractor to ensure a hybrid of the existing and proposed lighting system remained operational throughout the construction process.

CADD Operator for (PI0020000) I- 75 at Windy Hill Tunnel.

The I-75 northbound exit ramp to Windy Hill Rd creates a 615' culvert style tunnel as it passes under a number of ramps, including four entrance ramps from I-285. A 3D model of the entire tunnel was generated using real tunnel entrance and exit portal height measurements and aerial imager to create an AGi32 daytime model. Being a long culvert tunnel, it requires both daytime lighting and nighttime lighting. However, due to the existing infrastructure, placement of the new luminaires had to remain on both walls of the culvert tunnel so as to not reduce the overhead clearance within the tunnel. Despite these challenges, there was an increase of overall photometric performance while reducing the overall luminaire count within the tunnel.

CADD Operator for I-75 at Chula-Brookfield Road (GDOT)

At the Chula-Brookfield exit along I-75, GDOT is upgrading the existing on/off ramp intersections with new roundabouts as well as realigning the ramps to accommodate the new intersection locations. Partial interchange lighting is being provided as part of this project utilizing high mast towers at both roundabouts and ramp terminals. Joe is responsible for overseeing the lighting design, including photometric and voltage drop calculations as well as final plans.

CADD Operator for SR 30 at Kolic Helmey Rd Roundabout for Effingham County, GA.

The existing stop-controlled T-intersection is to be replaced with a roundabout at the SR 30/ Kolic Helmey Rd crossing while introducing a new roadway serving a new residential development. Crosswalks and multi-use paths are being placed around and through the roundabout while the current undivided two-lane highway and undivided two-lane road are yet to be developed for future growth and multimodal traffic. Joe is providing lighting design including photometric calculations, plans, specifications, and quantities for a four-legged roundabout which will improve traffic flow and safety.

CADD Operator for (PI0021311) I-20 from Flat Shoals Rd to Columbia Dr.

This four-mile-long segment included lighting along the median of the mainlines, lighting along ramps, and under bridge lighting along I-20, all of which was retrofitted to LED. Field analysis was conducted to ensure all existing, damaged, or removed lighting infrastructure was accounted for. The overall design was improved to meet current ANSI/IES standards, and new design layouts were implemented where the team discovered the opportunity to without interfering with existing infrastructure. Emily served as the lead lighting designer responsible for developing and optimizing the entire corridor lighting system under an expedited schedule. She performed comprehensive photometric modeling in AGi32, specified luminaires, and coordinated with the field and design teams to address environmental constraints and infrastructure limitations. Emily independently identified discrepancies between existing conditions and plan data—verifying and resolving issues through field coordination, remote imagery and mapping tools, and detailed analysis to ensure design accuracy and client satisfaction.