

# John V. Falcone



## Career Summary:

Prior to joining Wi-Skies, John gained extensive experience in project management, installation, testing, commissioning, and maintenance for tolling and ITS. John directed the activities of subcontractors and vendors to ensure the proper installation of Open Road Tolling, manual and I-Pass only lanes, and coin machines for the Illinois State Toll Highway Authority (ISTHA). He has comprehensive experience in staff management, workforce planning and employee performance management, as well as budget management, analysis, and forecasting. John is highly skilled in team leadership, project management, evaluation of technical and project requirements, process improvement, cost reduction and vendor management. John has expert knowledge and experience in the installation and maintenance of toll collection systems as well as extensive experience in construction and installation of Intelligent Transportation Systems (ITS). During his time at Wi-Skies, he has become increasingly familiar with the design, construction and maintenance of roadway lighting.

John holds the following certifications, as they are mandatory for the work that he has overseen for the Illinois State Toll Highway Authority (ISTHA):

## Contact Information:

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## Education:

- ◆ B.S. Technical Management  
DeVry University
- ◆ Associate in Applied Sciences  
College of DuPage
- ◆ Project Management Academy-various courses
- ◆ Ameritech Educational Institute – Various Management courses
- ◆ National Cable Television Institute – Advanced Service Certifications

- ◆ First Aid & CPR & AED
- ◆ Excavation, Digging & Locates: AST 2020 Field Station
- ◆ Fall Protection & Bucket Trucks: AST 2020 Field Station
- ◆ Cranes – Rigging, Signals & Load Charts: AST 2020 Field Station
- ◆ Backing, Spotting & Load Securement: AST 2020 Field Station
- ◆ MOT & Closures: AST 2020 Field Station
- ◆ Fall Protection Hazard Awareness
- ◆ Traffic Control Hazard Awareness
- ◆ Confined Space Hazard Awareness
- ◆ Locates Best Practices (One Call Compliance)
- ◆ Trenching & Excavation Hazard Awareness
- ◆ Electrical Hazard Awareness
- ◆ Load Securement

## Project Summary:

**Project Manager for Illinois DOT D1 On-Call Electrical and Mechanical Phase 3 Services** Wi-Skies was recently awarded a contract with IDOT District One to provide Phase 3 services out of the Traffic System Center in Oak Park. As part of this contract, we are tasked with providing staff within the TSC to assist the Department's Electrical Maintenance Contract resident engineer and the rest of the DOT staff to provide electrical and mechanical engineering support as required. These duties include management of the electrical contractor, review shop drawings, inspect and record GPS coordinates of all existing and new lighting equipment, ITS, ramp meters and surveillance equipment throughout District 1 (Chicagoland), providing reports and recommendations of remedies, develop cost estimates for repair and program delivery of these repairs. We are also tasked with reviewing all existing as-built information (paper and roll plots) for these electrical systems, verify conditions in the field and provide a Master DGN and KMZ file with GPS coordinates of all existing equipment, which will be modified as new projects are installed. John is responsible for reviewing as-built drawings and verifying or marking up as necessary for inputting into the DGN and KMZ along several corridors throughout District 1.

**Project Engineer for Light Pole Inspection and Electrical Deficiencies for City of Sunny Isles Beach, FL** Wi-Skies was brought in to inspect approximately 130 decorative teardrop light poles installed along Collins Ave (A1A), which were recently installed as part of an FDOT project. Unfortunately, much of the electrical work done by the contractor was not installed per FDOT specifications or the plans, and the Construction Engineering Inspection (CEI) group did not catch the mistakes. This oversight resulted in the failure of all the lights within months of being turned over to the City. Most of these issues were related to the fact that the contractor did not use outdoor-rated cabling throughout the project and, instead, utilized indoor-rated transformers to power festoon outlets near the top of the pole. Our primary responsibility was to inspect the lighting system and identify the critical issues for a different contractor to provide an expedited repair. Providing documentation for potential litigation is one of our secondary functions on this project. The contractor also drilled holes in the light poles for externally mounted transformers near the pole base, which put the structural integrity of the poles at risk, especially given the 150 MPH wind zone requirement of the poles in the area. After working with the pole manufacturer, however, it was determined that the holes did not impact the structural integrity, and the warranty was still valid. John was a crucial member of the inspection team, including the physical inspection of many of the light poles and adjoining handholes. He was also an essential contributor to the report for the City.



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**Project Engineer for SR 81 at Ozora Church Rd Roundabout (GDOT).** An existing three-legged intersection in a rural area is being converted to a roundabout. As the area is also littered with many large trees and distribution lines which have minimum clearance requirements, light pole placement was limited. To save cost, approach lighting on some of the legs was recommended for removal where there was adequate visibility from an AASHTO safe stopping distance. John is the lighting designer on this project, including photometric calculations and plan preparation.

**Project Engineer for SR 42 at United and Skyhaven (GDOT).** An existing four-way intersection is being expanded due to increased capacity demands. Full intersection lighting is being provided as well to combat an ongoing trend of increased pedestrian and vehicular strikes near the intersection. John is the lead lighting designer performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for Lighting at I-75 and I-16 Interchange – Georgia DOT** This existing interchange is being overhauled as part of a multi-phase construction project totaling six miles of interstate, all of which will be continuously lit. There are three minor interchanges, all of which require complete lighting or modifications to complete lighting; five tunnels will require supplemental daytime lighting. Additionally, this area has a lot of pedestrian lighting as the City continues its beautification approach, especially near the River. However, several locations are sensitive to light pollution, such as residences or other environmental concerns, all of which are being analyzed to verify the minimal problem. Mr. Falcone was an essential part of the QCQA for the entire project, as he reviewed and confirmed all service point locations and electrical plans for all six phases of the project.

**Project Engineer for Lighting at I-77 and SC Hwy 9 Interchange.** This existing interchange is adding lighting at the I-77 and Hwy 9 interchange along with tying into another project that is adding lighting along Hwy 9. This project is a combination of high mass towers and conventional roadway lighting. The use of high mast towers will cover the bridge over I-77 and conventional roadway poles will be used along the ramps. We are working with Duke Energy to make sure that this project ties directly to another lighting project along Hwy 9 to ensure full coverage throughout the corridor. John worked on the electrical layout, service point locations and quantities for all luminaires and high mast towers.

**Project Engineer for IADOT Experimental Field Measurements.** As part of ongoing high-level research work with Iowa DOT, Wi-Skies is leading the effort to overhaul the international standard for daytime lighting within short tunnels, which are considered to be under 400'. Measuring of over a dozen tunnels has led to the belief that the amount of daytime lighting recommended within short tunnels is excessive and Wi-Skies is leading the charge to provide only lighting which would be minimally necessary to ensure good visibility throughout the tunnel and nothing more. John was a part of the field measurement team, taking measurements to provide analysis for optimal lighting and driver safety performance.

**Project Engineer for SR 92 at Demooney and Jones Roundabouts (GDOT).** An existing project is transforming two existing intersections into two roundabouts in an expanding commercial area. The expansion is bookended by two roundabouts, of which Wi-Skies is providing lighting for. John is the lead lighting designer of this project which includes photometric calculations, voltage drop calculations, plan preparation and quantity calculations.

**Project Engineer for Woodruff Road Bypass – Greenville, South Carolina (SCDOT)** Wi-Skies is providing a complete lighting design for the Woodruff Road Bypass project, which spans six miles of roadway. Woodruff Road is a highly traveled roadway and experiences extreme congestion during peak travel times. SCDOT is proposing a parallel route to bypass the overly crowded Woodruff Road. The bypass contains ten total roundabouts with four travel lanes and a decorative median for most of the way. In addition, the parallel roadway will have both a sidewalk and a multi-use path. This roadway intersects a railroad and crosses under transmission lines as an additional challenge. Wi-Skies will be responsible for lighting the entire parkway limits, including photometric calculations, service point coordination, voltage drop calculations, conduit routing, and lighting plan development. John was responsible for assisting in meticulously laying out each roundabout with fixtures to illuminate the roundabouts and their conflict areas adequately. In addition, he evenly spaced fixtures between the roundabouts to provide uniformity throughout the project.

**Project Engineer for Effingham at Goshen & Gateway Connector Roundabouts for GDOT.** New roundabouts are being designed at this intersection. John is the lead lighting designer for the lighting at these new roundabouts, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for SR 211 at CR1 County Line-Auburn Rd/Mulberry Rd Roundabout (GDOT).** An existing interchange is being transformed into a roundabout. Wi-Skies is providing lighting for the roundabout as it is located on a state route. John was responsible for reviewing cross sections to be sure the light pole locations would not interfere with surrounding utilities.

**Project Engineer for SR 98 at SR164 Roundabout for GDOT.** A new roundabout is being designed at this intersection. John is the lead lighting designer for the lighting at this new roundabout, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for Irving Park Rd and Old River Rd Schiller Park IL.** An expansion of Irving Park Rd and a new signalized intersection is being designed. John designed the lighting, photometric calculations designed the lighting, photometric calculations voltage drop and quantities for the new intersection.

**Project Engineer I-85 at SR 42 Interchange, Druid Hills, Coweta County, GA** Wi-Skies was engaged in designing the lighting at the interchange of I-85 and SR42 in Druid Hills, GA, which featured a new L-cut crossover bridge in the middle of the existing interchange. This project also included challenging utility conflicts as multiple sets of power lines lined both sides of SR 42. The final design included two different service points and light poles mounted on barrier walls. John was responsible for QAQC for the electrical drawing set and calculating quantities and cost estimates for the project.

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**Project Engineer for SR 92 at Trickum for GDOT.** A new intersection is being designed at this intersection. John is the lead lighting designer for the lighting at this new intersection, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for SR 316 at Dials Mill Interchange.** Two new roundabouts are being designed at this intersection. John is the lead lighting designer for the lighting at these new roundabouts, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for I-85 at SR 42 for GDOT.** Two new intersections are being designed at this interchange. John is the lead lighting designer for the lighting at this new interchange, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Engineer for SR 211 at Dee Kennedy Roundabout.** A new roundabout is being designed at this intersection. John is the lead lighting designer for the lighting at this new roundabout, performing photometric calculations, voltage drop, and quantity calculations for the lighting design for the intersection.

**Project Manager for Tolling/ITS for Illinois State Toll Highway Authority (ISTHA)** John was responsible for project management of all tolling and ITS projects on the Illinois Tollway for a major electrical contractor. He provided input to the estimating department on all tolling and ITS bids. Upon projects award John was responsible for creating the Work Breakdown Structure (WBS), Contract Abstract, Job Hazard Analysis, Work Plans and the Job Safety Plan. He was also responsible for tracking/reporting project status through JPAC (Job Productivity Assurance and Control) and SIS (Short Interval Scheduling). He presented the weekly JPAC tracking report to the construction manager and executives. John procured all material, labor, and equipment for every job on a-daily-basis as well as agreeing to all daily and monthly quantities with the resident engineer. John also negotiated monthly pay estimates with the resident engineer.

**Maintenance Manager for Illinois State Toll Highway Authority (ISTHA)** John was the manager of a large-scale complex tolling system for ISTHA, consisting of 2.2MM + transactions daily, 650+ lanes of tolling equipment, 850+ computers (Linux and Windows) 100+ plazas (mainlines and ramps) and 280+ miles of roadway. John was responsible for all daily maintenance to meet customer demands, daily analysis of all toll plaza reports to identify short term and long term trends, installation of all new lanes and plazas, quotes, and budgets for new projects, RRP proposals, managing multiple vendors and suppliers, customer technical support, employee performance metrics and training, fleet vehicle maintenance, team building, safety, and daily customer interaction. John managed a crew of 24 field technicians, 5 field supervisors, an installation coordinator, a warehouse manager and an administrator.

**Field Supervisor/Installation and Special Projects Coordinator for Illinois State Toll Highway Authority (ISTHA)** John directed the activities of subcontractors and vendors to ensure the proper installation of Open Road Tolling, manual and I-Pass Only lanes, and coin machines for ISTHA. He was responsible for final testing and certification of all lanes prior to opening to traffic. John also managed a crew of 11 field technicians in the daily maintenance of all toll equipment on the East-West (Ronald Reagan) Tollway (I-88) and the Northwest Tollway (Jane Addams) Tollway (I-90).

**Project Coordinator/Maintenance Manager for Illinois State Toll Highway Authority (ISTHA) –** John lead and coordinated all labor, subcontractors, material, and equipment on plaza rebuilds, expansions and new plazas on the Tollway. He completed plaza construction, test, and commission plazas with the Illinois Tollway. John oversaw Plaza Rebuilds with a contract value of \$2.8MM for the following: Plaza 5 (Belvidere), Plaza 7 (Marengo), Plaza 15 (Rt 53), Plaza 18 (Arlington Heights Road), and Plaza 31 (O'Hare). He was also in charge of plaza expansions with a contract value of \$3.4MM – Plaza 10 (Barrington Road), Plaza 11 (Rt 31), Plaza 13 (Rt 25), Plaza 59 (Farnsworth Avenue). John also oversaw new Plazas with a contract value of \$8.9MM for Plaza 3 (Genoa Road), Plaza 4 (Rt. 173), Plaza 5A (Irene Road), Plaza 6 (Rt.47), Plaza 88 (Test Site), Plaza 42 (I-57) Plaza 60 (Eola Road), Plaza 93 (127<sup>th</sup> Street), Plaza 95 (Archer Avenue), Plaza 97 (159<sup>th</sup> Street), Plaza 99 (Spring Creek), and 77 Plaza 101 (Southwest Highway).

**Project Manager –** As Project Manager for the \$5.4M ANPR (Automatic Number Plate Recognition) project for the Illinois State Toll Highway Authority (ISTHA), John replaced over 600 violation enforcement cameras on the Illinois Tollway.

**Project Manager –** John oversaw the installation and rehabilitation of 108 ITS sites on the Illinois Tollway with the installation of watchdog cameras, microwave detectors, Bluetooth detectors, digital message signs and remote weather information stations with a contract value of \$31MM.

**Project Manager –** John was responsible for the relocation of 16 miles of fiber optic cable and ITS devices on I-294 from 95<sup>th</sup> Street to North Avenue with a contract value of \$9.5MM.

**Maintenance Manager -** John ensured the delivery to 38 franchises, 350,000 homes and 65,000 customers. He managed a staff of 21 field technicians, providing 24/7 technical support for network outages and service interruption. He managed a \$3MM annual budget and performed monthly financial analysis on numerous budget issues related to network operation and maintenance. John substantiated network compliance with federal and local franchise commitments by planning and coordinating semi-annual FCC "Proof of Performance" testing routines. John also ensured network performance for new service launches, component and network upgrades and reengineering strategies.