



LARRY M. OLIVER, P.E.

Career Summary:

As a Civil-Structural-Coastal Engineer, Larry brings over thirty-nine years of diverse engineering experience, with a focus on bridge design in various environments. His strengths are in bridge design, where he has consistently excelled in designing and analyzing bridges in unusual environments. Mr. Oliver has demonstrated his diversity in designing both concrete and steel bridges, straight or curved, precast prestressed concrete or steel or boxed girders. He has designed bridges in various environments such as over swamps, deep gorges, high traffic, coastal, and seismic zones. Mr. Oliver is proficient with the following software: MDX, Descus I & II, Leap Conspan, RC-Pier, FB – Multiplier and Virtus. He has performed design utilizing various state DOT requirements.

Project Summary:

Project Structural Engineer for I-269 Coldwater River Crossing (MDOT). Larry was the Structural Project Engineer for the design of I-269 Coldwater River 4000 foot crossing, a phase of a southern by-pass loop around Memphis, Tennessee. The Coldwater River Crossing design consisted of a 6-lane single girder bridge with a center barrier. The bridge was composed of 63 simple AASHTO girder spans supported on 24-inch square precast prestressed concrete piles. Project challenges were seismic zone 2 design with pile supports located in liquefiable soils. Larry was the project structural engineer responsible for the design and plan set for the project. He was also responsible for coordinating the design-build between the contractor and the Mississippi Department of Transportation.

Special Project Design Engineer for Barber Sports Complex. Mr. Oliver was the Structural Project Engineer for the design of a utility bridge to Barber Sports Complex in Birmingham, Alabama, for the Birmingham Water & Sewer Board. The design included requirements to reduce any potential pollution to the Cahaba River. The project was a high priority for Barber Motor Sports and was a high profile project for the Birmingham Water Works Board. The project consisted of the design of a 7-foot by 290-foot steel bridge to support a 24-inch water main and maintenance personnel. The bridge design included two 120-foot spans and one 50-foot span. The design and construction was fast tracked. Mr. Oliver designed the entire project in less than 3 weeks. Readily available materials were specified. Mr. Oliver was the Structural Project Engineer responsible for the design of the steel superstructure, supports for the water main and overseeing the project design.

US 98 at 23rd St Steel Box Girder Design Engineer for Florida DOT. Larry was the Lead Structural Design Engineer for SR 30 (US 98) at SR 368 (23rd Street) in Panama City, Florida, for FDOT. The design for the project included 4-lane, urban, grade-separated structures that will take SR 30 over SR 368, provided for a grade separation over the railroad, and provided at-grade local intersections for access to the Port of Panama City and the Gulf Coast Community College. The complex bridge structure spanned approximately a mile; the structure is located in a highly developed urban area. The bridge is 2,533.1 feet of bridge with 1,765.2 feet of mainline and 767.9 feet of total ramps and is comprised of prestressed concrete and steel. Mr. Oliver designed all the straight and steel curved box girders for the project for the project.

Highway 52 Bridge Replacement Crossing Gorge - Structural Design Engineer (ALDOT). Structural Design Engineer for Highway 52 bridge replacement project in Helena, Alabama. The bridge consisted of a 3-span, 45 feet wide, steel girder bridge having spans of 180 feet, 200 feet, and 180 feet. The bridge spans a 40-foot gorge with steep slopes. The steel girders were 96 inches tall supporting 12-foot lanes with 8-foot shoulders. The bridge was supported on drilled shafts keyed into a rock formation. Mr. Oliver was the project structural engineer responsible for the design and plan set for the bridge along with coordinating the design with the Alabama Department of Transportation Bridge Bureau.

Project Structural Design Engineer for Pecue Lane Bridge over I-10 (LDOTD). Structural Design Engineer for the two-lane Pecue Lane Bridge over I-10 in Baton Rouge, Louisiana was raised 6 inches to accommodate truck traffic on Interstate 10. The bridge was a 2-span bridge commissioned to be raised during a narrow window of time. Mr. Oliver designed the bridge attachment for the bridge raising and coordinated the construction with the contractor and the Louisiana Department of Transportation and Development.

Contact Information:

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Education:

- ◆ B.S. Civil/Structural Engineering – Mississippi State University, 1975
- ◆ M.S. Civil/Coastal Engineering – University of South Alabama, 2009

Professional Engineering Licenses:

- ◆ Alabama #12678
- ◆ Arkansas #13341
- ◆ Florida #57073
- ◆ Georgia #23640
- ◆ Indiana #20015
- ◆ Iowa #17175
- ◆ Kentucky #20907
- ◆ Louisiana #30068
- ◆ Mississippi #7690
- ◆ Missouri #21507
- ◆ New Jersey #24GEO4420400
- ◆ North Carolina #29788
- ◆ Ohio #E-45695
- ◆ Oklahoma #24049
- ◆ Pennsylvania #055215-E
- ◆ South Carolina #26896
- ◆ Tennessee #103915
- ◆ Texas #85872
- ◆ Virginia #042379



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Project Structural Design Engineer for Pedestrian Bridge over I-59. Structural Design Engineer for the Foley pedestrian bridge over I-59 in Foley, Alabama. The pedestrian bridge is 12 feet wide by 108 feet long. This project was architecturally designed with the bridge abutment supports being a bell tower design with the walkway being 18 feet above the roadway. The 16-foot square bell tower houses a climate-controlled elevator. The structure is approximately 40 feet high supported on deep spread footing. Larry designed the bell tower structure design and coordinated with the architect.

Project Structural Engineer for US 98 Bridge over Silver Creek for Mississippi Department of Transportation. Structural Project Engineer for the US 98 over Silver Creek bridge replacement project consisting of a 5-span prestressed continuous 2-lane concrete bridge over Silver Creek, Illinois Central Railroad, and Old Foxworth-Jamestown Road. The new bridge occupied the same footprint as the old steel trestle bridge. Challenges were the close proximity of the meandering creek, road, and railroad. Mr. Oliver was the project structural engineer responsible for the design and plan set for the project. He was also responsible for coordinating the design with MDOT

Project Structural Design Engineer for a Heavy Skewed Bridge – 12th Ave Bridge over I-20 (ALDOT). Structural Design Engineer for the 12th Avenue bridge over I-20 in Birmingham, Alabama. The bridge consisted of a 4-span, 465 feet long, steel girder bridge on a 45 degree skew. Mr. Oliver was responsible for the bridge component design and drawing compilation.

Special Bridge Design Engineer for Alabama CR 71 Bridge Replacement. Structural Bridge Design Engineer for County Road 71 bridge replacement project in Etowah County, Alabama. The replacement bridge consisted of a 3-span, 32-foot wide, concrete bridge adjoining a historical bridge. Challenges were developing a bridge design and construction methods that would preserve the historical bridge. Larry was responsible for the design of this bridge and coordinating the design with other team members.

Project Structural Engineer for a Historical Bridge Renovation – Tennessee DOT. Project Structural Engineer for the renovation and stabilization of the 3-span arched historical concrete bridge over Holston River in Knox County, Tennessee. The east concrete abutment has shifted causing the concrete girders to loose bearing. The abutment was stabilized using micro-piles and new bearing pads were installed. The remaining structure had spall repairs with special patching material which brought the spall back to original appearance. The cracks in the bridge were epoxy injected and surfaced to original appearance. Mr. Oliver was responsible for the design and plan set for the renovation and stabilization of the bridge.