



DAVID EVANS
AND ASSOCIATES INC.

Kevin M. Jeffers, PE, PMP

Senior Project Manager - Rail

Education

BS, Civil Engineering
Technology, 1989, Oregon
Institute of Technology

Registrations

Professional Civil Engineer,
Washington (31762), 1994
Professional Civil Engineer,
Oregon (86755PE), 2012
Professional Civil Engineer,
Idaho (P-16216), 2014
Project Management
Professional, Project
Management Institute (1217456),
2009

Professional Affiliations

American Railway and
Maintenance-of-way Association
Member AREMA Committee 17
- High Speed Rail Systems since
2004

Kevin is a project manager and transportation engineer with 29 years of experience in planning, designing, scheduling, estimating, and constructing rail infrastructure. He has been a key contributor to both passenger and freight rail plans in the states of Washington, Oregon, and Idaho. His experience in bringing railroad projects through conceptual and preliminary engineering, environmental, and final design processes allows him to efficiently and effectively analyze rail capacity constraints and determine reasonable solutions. Kevin has directed more than 40 capital rail projects that varied in size from \$150 million to \$30,000, demonstrating exceptional skill at delivering projects on time, within budget, and meeting scope. These projects included planning, design and construction work, and involved working collaboratively with BNSF, Union Pacific, Amtrak, port districts, short line railroads and numerous other stakeholders. Kevin is also trained as a railroad bridge inspector and has lead a number of rail bridge replacement, repair and rehabilitation projects. Kevin's creative and innovative problem solving approach leads to prompt and effective resolution of complex project management challenges.

Representative Project List

2017-present

53rd Street Overpass of the P&W RR, for Benton County, Corvallis, Oregon

Kevin led the railroad coordination on this new bridge for Benton County over the P&W RR. The County is planning on moving the roadway from the existing undercrossing of the railroad to an overcrossing. The existing rail bridge will be used for the relocated Dunawi Creek. Rerouting both the roadway and the creek required close coordination with the County to ensure the railroad's issues were met in the unique situation

2016-present

Sound Transit East Link Light Rail Final Design, for WSP | PB and Sound Transit, Seattle, Washington

This project includes the final civil and architectural design for 6.9 miles from Downtown Seattle to South Bellevue and is a part of an overall 14-mile light rail extension from downtown Seattle to the Overlake Transit Center in Redmond. The project includes two stations, approximately 6.9 miles of double-track LRT and guideway located in the Downtown Seattle Transit Tunnel and on existing WSDOT (I-90) infrastructure, seismic and gravity load retrofits of existing WSDOT structures and site work associated with the installation of systems facilities. The project also includes modifications to the approach to the International District Station, as needed, to accommodate the connection of the East Link and Central Link alignments, modifications to the existing HMH floating bridge to accommodate light rail, and fire, life, and safety retrofits to the Mount Baker Ridge and Mercer Island Lid center roadway tunnels. Since 2016, Kevin has led the rail design team for this project.

2012-present

East Link Light Rail Project, Segment A for Sound Transit as a subconsultant for Parson Brinkerhoff, Seattle and Mercer Island, Washington

Kevin is the track design leader for this six-mile long segment of light rail line. This segment has a large number of challenges, including using embedded, direct fixation and ballasted track types, designing the track for installation on existing interstate

roadways and bridges not designed for use by light rail, and designing the track ways over the existing Homer M. Hadley Floating bridge. Further, the project is being built using the GC/CM alternative delivery method, requiring close interaction with the general contractor and construction management teams. Kevin took over the task leadership role just prior to the 90 percent design completion and pulled the team together to complete the design work for four more submittals in the time allowed by ST for two. He also worked closely with a number of experts to ensure the very specialized design for the floating bridge track structure was not excessively heavy, while meeting the safety and maintenance requirement of ST and FTA.

2013-present

Sprague to Tokio Double Track, for BNSF Railway, Sprague, Spokane County, Washington

Kevin is currently the project manager leading the design, geotechnical investigation and survey. This project builds off the end of the Tokio to Ritzville Double Track project, creating 17 miles of new main line east from Tokio through the town of Sprague. It will include two new bridges, upgrades six public crossings and extends eight culverts. The major challenge is to minimize the volume of 20-foot-high rock cuts and wetlands and open water. Close coordination with BNSF staff and their environmental consultant, has resulted in only minimal wetland impacts and a cost effective, maintainable design.

2013-present

Tacoma Trestle Double Track and Replacement, for Sound Transit, Tacoma, Pierce County, Washington

Kevin is the design project manager for the Tacoma Trestle Double Track and Replacement to replace the 1,620-foot-long timber and steel trestle with a double track trestle near the Tacoma Dome and Freighthouse Square. His team includes experts in structural engineering, track engineering, railroad signal design, roadway engineering, survey, geotechnical engineering, wetlands, noise and vibration, historic structures, archeology, and utilities. Kevin is responsible for meeting the aggressive design schedule, the design budget, ensuring the construction estimates remained within the limits set by Sound Transit, and ensuring quality deliverables are provided as defined by the agreed upon scope.

2012-present

Coos Bay Rail Link - Connection to BNSF Feasibility Study, for the Oregon International Port of Coos Bay, Eugene, Lane County, Oregon

Kevin lead the study that will be used by the Port to guide investment decisions as they consider expansion plans for unit train service. The study analyzed a new 5-mile route that would connect the Coos Bay Rail Link to the BNSF-owned tracks operated by the Willamette and Pacific Railroad. This will allow interchange with BNSF, in addition to the Union Pacific. The proposed route will be laid out to BNSF standards for unit train operation. The route will be examined for its potential impacts on the natural and built environment and adjusted in an attempt to minimize them, while keeping the route as efficient and cost effective as possible. The stream roadway crossings will be examined closely as well. The cost of the route will then be prepared at a conceptual level.

2011-2016

North Portland Junction and Peninsula Junction Preliminary Engineering and NEPA, for the Oregon DOT, Portland, Multnomah County, Oregon

Kevin was the design project manager, leading a multi-disciplinary team in the survey,

preliminary (30%) design and environmental review. This project, funded by ODOT and the FRA using ARRA high-speed rail funds, improves the connection between the Union Pacific Railroad's Kenton main line and BNSF Railway's North Portland Junction. The project replaces the existing main line turnouts with larger turnouts and realigns curves to allow for higher speed freight speeds. It also upgrades the signals at the two control points and allows closer dispatcher coordination.

2014-2015

Athol to Ramsey Double Track Project for BNSF Railway in Kootenai County, Idaho

BNSF Railway selected DEA to design and oversee construction of the 3-mile long projects in northern Idaho between the strategic locations of Sandpoint and Houser. The project extended the existing 2-track main line from Athol, west through the existing Ramsey Siding, and included the installation of a new control point with two No. 24 crossovers. The existing at-grade crossing of Brunner Road required the relocation of the active warning devices and the resurfacing of the roadway to ensure the addition of the second track continues to meet crossing safety standards as well as being designed for the existing roadway speed. DEA also provided the topographic survey services and will be providing Construction Management for the project.

2012 to 2015

Railroad Bridge Engineering Services, for the City of Tacoma and Tacoma Rail, Pierce County, Washington

Kevin was the project manager and designated railroad bridge engineer for the current contract between the City of Tacoma and DEA that provides railroad bridge engineering services to Tacoma Rail. As part of his work, he has designed a number of repairs and mentored the railroad bridge inspection staff. He provided highly responsive service to Tacoma Rail that caused Tacoma Rail to renew their agreement with DEA in 2013 for an additional two years.

2012-2015

Puyallup River Bridge Replacement, for the City of Tacoma, Pierce County, Washington

Kevin led the railroad coordination efforts to replace the existing bridge over both BNSF Railway and Union Pacific Railroad main tracks. His role in advising the City of Tacoma in their negotiations with both railroads, has allowed the project to advance quickly to the 90 percent design phase in the last six months. He has been able to closely track reviews of the design by the railroads so that their comments are provided in a timely manner. Calling on his WSDOT contracting experience, he has provided recommendations to the City on the construction and maintenance agreements each railroad requires. He has also facilitated the technical discussion on possible construction techniques the to-be-selected contractor may use.

2012-2015

Center Parkway At-grade Crossing, for the City of Richland, Benton County, Washington

Kevin led the railroad coordination and rail-related design tasks to establish a new at-grade crossing over tracks in Richland, Washington. The rail line hosts BNSF Railway, Union Pacific Railroad, and the Tri-city and Olympia Railroad and forms the boundary between the cities of Richland and Kennewick. After an unsuccessful attempt to establish the crossing in 2005, the City of Richland hired DEA to guide them through the Washington Utilities and Transportation (UTC) petition process and to coordinate with all three railroads in hopes of avoiding a prolonged and

expensive legal process. To date, owed on careful design efforts and regular coordination with the railroads, the process is nearing completion with a favorable outcome expected in the summer of 2013.

2011-2015

Willbridge Junction Crossover Preliminary Engineering and NEPA, for the Oregon DOT, Portland, Multnomah County, Oregon

Kevin was the project manager, leading a multi-disciplinary team in the survey, preliminary (30%) design and environmental review. This project, funded by ODOT and the FRA used ARRA high-Speed Rail funds, and replaced the existing main line #11 crossovers with #20 crossovers and re-aligned the main tracks to a wider track center. It also upgraded the existing turnout to the Astoria Line and replaced the signals at the control point. The project's location was squeezed between US 30 and existing industries and was bisected by a salmon-bearing stream and a road crossing, making this project technically challenging.

2012-2014

Tokio to Ritzville Double Track, for BNSF Railway, Ritzville, Adams County, Washington

Kevin was the project manager, having lead the survey and design, and now coordinating the construction management. This project extends the existing Tokio Siding 3 miles westward and upgrades the east siding turnout to create the 4.5-mile second main. The project required two main line transitions, extending three culverts and rebuilding a road to accommodate the second track. The project also skirted five wetlands requiring close coordination with BNSF staff and their environmental consultant, this resulted in only minimal wetland impacts and a cost effective design.

2013

Coos Bay Rail Link – Greenhill Interchange Siding, for Coos Bay Rail Link, Eugene, Lane County, Oregon

Kevin assisted the Coos Bay Rail Link, rail operator for the Oregon International Port of Coos Bay in building a new 2,200-foot siding just east of Green Hill Road. The siding is used for interchange of cars with UPRR. The challenges of the design were to minimize the width of the embankment to avoid wetland along the side of the existing main tracks while still providing for a walkway for the rail crews to inspect the train during the interchange process. The design used owner-provided rail and ballast, as well as points, frogs and other track materials for a No. 10 turnout, while detailing the turnout ties and geometry for the contractor. The design also included provisions for the use of short, gravity block retaining walls depending on the conditions encountered.

2013

Columbia Park Trail Rail Bridge and Irrigation Canal Rail Upgrades, for the Port of Benton, Richland, Benton County, Washington

Kevin was the project manager to design the upgrade of two railroad bridges, both Port-owned bridges in Richland, Washington. The project includes the design to strengthen both bridges to meet Cooper E-80 loading per the AREMA Manual for Railway Engineering. The design had to take into account minimizing the duration the bridge had to be closed to rail traffic. The Columbia Park Trail Bridge has a steel through-girder main span with highly skewed timber approach spans. The Irrigation Canal Bridge is a single steel deck span. Both bridges have open decks and required some strengthening. In the case of the Columbia Park Trail Bridge, the timber approaches will be replaced with steel bents.

2012

Columbia Park Trail Rail Bridge and Irrigation Canal Rail Bridge Load Rating and Upgrade Feasibility Study, for the Port of Benton, Richland, Benton County, Washington

Kevin was the project manager and chief author of a feasibility study that included an inspection, load rating of two railroad bridges, both Port-owned bridges in Richland, Washington. The project also included the conceptual design and cost estimates to strengthen both bridges to meet Cooper E-80 loading per the AREMA Manual for Railway Engineering. The conceptual design had to take into account minimizing the duration the bridge had to be closed to rail traffic. The Columbia Park Trail Bridge has a steel through-girder main span with highly skewed timber approach spans. The Irrigation Canal Bridge is a single steel deck span. Both bridges have open decks and required some strengthening. In the case of the Columbia Park Trail Bridge, the timber approaches will be replaced with steel bents. Kevin investigated and proposed the use of steel deck ties fabricated from rolled sections to provide the deck the strength to meet E-80 loading without increasing dead load on the bridges.

2012

Dexter Siding and Spur Tracks, for Lost Creek Rock Products, Dexter (Eugene), Lane County, Oregon

Kevin lead the 105 design of a proposed main line siding and rock loading tracks at a proposed quarry site east of Eugene. This site is located adjacent to Union Pacific Railroad's north-south main line and is adjacent to a tall fill. The tight curves of the main line dictated a longer than expected siding, but by following UPRR industrial track standards closely, UPRR quickly accepted the initial design documents, meeting the client's desired time line. The client is now in serious negotiations with UPRR, thanks in part to the thorough and design work.

2011-2012

Puget Sound Naval Ship Yard - Replace Railroad Track and Switches, for the US Navy, Bremerton, Kitsap County, Washington

Kevin was the lead designer and project manager for this design-build project. The project replaced an existing turnout with two crossovers and realigns tracks over a busy road crossing. This project required detailed designs to meet the Navy's unique and special needs at this location. Smaller than typical turnout standards, tight clearances considerations, and special track welding requirements made the project unique, while the design had to account for many utilities in a cost effective manner. Close examination of the existing utilities allowed the construction contractor to omit most of the costly utility protection structures assumed to be needed in the RFP, reducing costs.

2011-2012

Coos Bay Rail Link - Engineering Analysis for Capacity Improvements, for the Oregon International Port of Coos Bay, Coos Bay, Coos County, Oregon

Kevin led the study that will be used by the Port to guide investment decisions as they consider expansion plans for unit train service. The study analyzed a new 5-mile route that connects the Coos Bay Rail Link to the BNSF-owned tracks operated by the Willamette and Pacific Railroad. This allows interchange with BNSF, in addition to the Union Pacific. The proposed route will be laid out to BNSF standards for unit train operation. The route will be examined for its potential impacts on the natural and built environment and adjusted in an attempt to minimize them, while keeping

the route as efficient and cost effective as possible. The stream roadway crossings will be examined closely as well.

2011

Idaho Passenger and Freight Rail Plan, 2011, for the Idaho Transportation Department, Statewide, Idaho

Kevin lead a passenger and freight rail planning effort in Idaho to identify, evaluate and encourage the development and preservation of essential freight and passenger rail and intermodal services in Idaho. His role as project manager included providing a plan to address intermodal infrastructure, safety and security issues. The plan will identify and outline 5- and 20-year work plans to continue the work completed to date. The plan will meet all PRIIA and FRA requirements.