



BRIAN J. WILLIAMS

### ABSTRACT

As President of Williams Construction & Consulting, my goal is to grow our company into a prestigious organization where employee's talents and abilities will be utilized to their fullest potential. I am always eager to take on new opportunities and challenges, to broaden our company's vision. I have been in the construction industry for over 18 years, working in various roles and positions. I have served as a senior manager for several large construction firms. Along with my project specific duties, I was tasked with developing future company leaders and increasing bench strength for the companies. I bring a diverse working experience, along with an abundance of training in Construction Management and Leadership to our team. I look forward to hearing from you, and discussing potential opportunities.

**PROFESSIONAL  
SUMMARY**

**Brian J. Williams**  
**President**

**EDUCATION**

**SCHOOL**

**MAJOR (OR SUBJECT)**

Miami High School

Graduate

Carpenters Union Apprentice  
Program

Carpentry, Masonry, Concrete, Reinforcing, Survey/Layout,  
Blueprints, Estimating.  
Certificates of Completion

Construction Management  
Gateway CC

Construction Management & Estimating

Kiewit University

Superintendent School Levels 1,2, and 3  
Temporary Structures School 101, and 102  
Job Superintendent School  
Operation Management Levels 1,2, and 3

## **SUMMARY OF EXPERIENCE**

I was employed by Kiewit for 14 years working as a shareholder in the company, on a variety of projects in various roles. My diverse experience has made me a seasoned professional in managing multiple crews, staff, equipment, and materials, as well as coordinating with and managing subcontractors and clients. My current role is Project Manager for RGG United Contractors Inc., overseeing all the companies DOT work in Phoenix AZ. Prior to my employment with Kiewit, I worked as a Carpenter General Foreman on several complex projects throughout the City of Phoenix including the Coyotes Hockey Arena, Chandler Fashion Center, SR 51 Freeway, US 60 Widening, Florence Private-Owned Prisons, Montgomery Point Lock and Dam on the Mississippi River. I have a total of 18 years of industry experience, and prior to that I worked as an apprentice for my family run Companies.

## **CONSIDERABLE EXPERIENCE**

### **Structures Manager. Black Mountain Blvd., SR 51/SR 101L TI-CMAR, Arizona Department of Transportation, Phoenix, AZ, \$25.8 Million (August 2015-February 2016)**

After my assignment to the project, I quickly became the Structures Manager for all bridge work and restored a 3-month behind schedule projection. The scope of work I immediately oversaw included the construction of two fly-over bridges over SR 101 linking Black Mountain Boulevard (BMB) to SR 51, one southbound and one northbound, as well as the construction of an elevated tied-arch pedestrian bridge over Black Mountain Blvd. The approximate dollar value of work I oversaw was \$5 mil, and included over 8,500 CY of concrete placed.

### **Structures Design Consultant. Green Line Extension Project CMGC Contract for the MBTA, Boston Massachusetts \$3 Billion (February 2015-August 2015)**

I worked with Client, Design team, and Contractor to provide Pre-Construction services for all bridge infrastructure work on the Green Line Extension project's GMP #5 Contract in order to optimize design and reduce construction costs. The scope of work included the demolition and widening of five bridges through the densely populated area of Somerville, Ma. alongside the active commuter rail.

### **Structures Manager. Central Mesa Light Rail Extension Design-Build Valley Metro Rail, Mesa, AZ, \$129 Million (December 2014- February 2015)**

I was brought in to manage three self-perform crews on the construction of four light-rail train stations on the Central Mesa Light Rail Extension Project in Mesa, AZ, which included a complex colored-concrete and joint pattern with ultra-tight ADA sloping tolerances. The project was a Federally-funded 3.1-mile double-track extension of light rail for City of Mesa & Valley Metro. In addition to the four stations, the project also included three traction power substation sites and four signal houses. The alignment of track is primarily center-street running with an overhead cantilever power system between the tracks, which resulted in significant renovation and reconstruction of those facilities disrupted by the alignment and all related utility, ROW, and landscaping modifications.

**Structures Manager. Mildred Lake Mine Replacement AB, Canada  
Syncrude Canada LTD. \$400 Million (August 2012- December 2014)**

During my two and half-year tenure on the Mildred Lake Mine Replacement Project (MLMR), I was responsible for overseeing over 200 craft employees as well as 25 engineer/superintendent staff at peak. Working in close relationship with the Client and its representatives, my team was able to successfully deliver the concrete structures work for this project on schedule despite the harsh northern Alberta weather conditions. The structures work included over 13,000 CY of structural concrete with the construction of walls, foundations, and equipment pads. The project also included the installation of over 6,000 anchor bolts ranging in diameters from 1/2" up to 3" with extremely tight tolerances for mechanical equipment.

**Structures Manager. Ina Road Water Reclamation Facility  
PCRWRD Tucson, AZ \$42 Million (September 2010 – August 2012)**

I was in charge of the oversight on day-to-day structure operations, involving formwork and false work, as well as scheduling, coordination of resources, manpower, and coordination with Client and other contractors onsite. I managed approximately 70 employees as well as several staff personnel with an overall responsibility of approximately \$6 million in work and materials. This project upgraded the capacity of the reclamation facility from 37 MGD to 50 MGD. Construction included more than 52,000 CY of structural concrete for new primary and secondary clarifiers, bioreactor basins, bio solids storage, a blower building, centrifuge and odor control structures, and chlorination contact basins. The scope also includes more than 20,000 LF of buried mechanical piping, all major structural steel, and miscellaneous metals.

**Structures General Superintendent. State Route 202L Widening Design-Build, Arizona  
Department of Transportation, Phoenix, AZ, \$190 Million (April 2009 – June 2010)**

I was responsible for the oversight of the wall and bridge structures work that involved complex formwork, false work, and hydraulic bridge jacking. I managed 50 employees and was responsible for approximately \$20 million. When awarded, this was the largest design-build project ever undertaken by ADOT. This fast-tracked project involved widening 10 miles of heavily-traveled urban freeway, widening 22 bridges, reconstructing 18 traffic interchanges, and adding general purpose and auxiliary lanes.

**Structures General Superintendent. I-10 Tucson Reconstruction, Arizona Department of  
Transportation, Tucson, AZ, \$213 Million (September 2007 – April 2009)**

I was in charge of managing the phased cast-in-place concrete wall and bridge construction through urban Tucson. I managed 40 employees and was responsible for approximately \$25 million in self-perform work and permanent materials. This project included reconstructing approximately five miles of I-10 through the heart of Tucson to widen from six to eight lanes plus add in auxiliary lanes between ramps. Sixteen new bridges were rebuilt to meet current federal standards.

**Structures Superintendent. Cotton Lane Roadway and Bridge CMAR, Maricopa County Department of Transportation, Goodyear, AZ, \$51.8 Million (July 2006 – September 2007)**

I was responsible for all field oversight of the substructures works which included cast-in-place columns, pier caps, and diaphragms. This multi-phase 3.25-mile bridge project is both the largest single contract in MCDOT's history and the first project delivered as Construction Manager at Risk. The project scope included constructing a six-lane bridge including bike lanes, pedestrian access, and a roundabout. The bridge is made up of 64 six-foot-diameter drilled-shaft columns supporting 204 pre-cast, pre-stressed concrete girders.

**Structures Superintendent. Phoenix Sky Harbor International Airport Taxiway S City of Phoenix, Phoenix, AZ, \$33.9 Million (January 2006 – July 2006)**

Overall responsibility of field supervision of self-perform crews on cast in place concrete abutments, columns, and box-girder bridge construction. This design-build project included the demolition of an existing taxiway bridge, constructing a 400ft by 200ft post-tension cast-in-place replacement bridge, paving 50,000 SY of Portland cement concrete and reconstructing Sky Harbor Boulevard. In addition, the project scope included 80,000 CY of excavation. The substructure required 9,500 CY of concrete, of which 5,000 CY was built in just 12 weeks and is supported by 76 48-inch to 60-inch drilled shafts.

**SPECIALIZED EXPERIENCE/ TRAINING**

- Corporate Crain Training
- Crane Operations School: Level 1
- Crisis Management and Government Investigations
- DBE/SBE Training
- DOT Compliance Reasonable Suspicion
- Foreign Corrupt Practices Act
- Previously a member of Leadership Succession Program (Significant Achievement)
- Previously a member of High Potential Program (Significant Achievement)