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| **Education**Bachelor Degree in Civil Engineering Dr. Babasaheb Ambedkar Marathwada University, Shri Tuljabhavani Engineering College, India 2003Diploma in Civil Engineering Board Technical Education (BTE Maharashtra) Government Polytechnic Thane, India 2000  |
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Senior Structural Engineer having more than 14 years of experience in analysis and design of bridges and other type of structures like tunnel & underpasses as per AASHTO LRFD, IRC & BS code.

Senior Structural Engineer, CDM Smith Inc. July 2013 – Present.

**R1020/1 Upgrade of Dubai-Al Ain Road Contract-1 Package A & B: Client: Roads & Transport Authority (RTA) -** Project comprises two interchanges named D0-4 & D0-5. These interchanges have been proposed with bridges, Underpasses and culvert. D04 Interchange comprise four directional ramps with replacing existing main bridge. Each ramps have total 14-15 number of spans. Expansion joints provided at the both ends & one additional expansion joint provided over junction pier. Maximum span is 52.50m and total carriageway is 13.0m. D0-5 Interchange comprises the total 9 number of bridges includes main bridge, CD bridges, one directional ramps & culvert to ease of traffic. Proposed superstructure is post tensioned box girder of 2.0m depth which supported on piers. Proposed bridges have different carriageway like 24.35m, 11.80m & 8.90m. Three piers used for 24.35m carriageway which is supported transversely. Single pier used for other carriageway. All piers supported on piles & pile cap.

**R-1029 Development of Latifa Bint Hamdan Street: Client: Roads & Transport Authority (RTA) -** Project comprises two level bridges with one directional ramp. Five span arrangement of (46.0m + 60.0m + 70.0m +60.0m + 46.0m) located at Latifa Bint Hamdan Street. Superstructure depth of minimum 2.75m post tensioned box girder having carriageway 26.950m supported on three piers transversely. Three piers supported on pile cap & group of piles. Total 11 no of spans with two span arrangements located at Al Asayel Street. Maximum span is 70.0m. Superstructure depth of maximum 3.0 m & minimum 2.0m at mid spans of post tensioned box girder having carriageway 19.65m supported on twin piers. Piers has been supported on pile cap & group of piles. Total 13 no of spans with two span arrangements located at Al Khail Street. Superstructure depth of constant 2.25m post tensioned box girder depth having carriageway 15.10m supported on single pier transversely. Piers has been supported on pile cap & group of piles

 **R902-4B Improvement of Sh. Mohamed Bin Zayed Street (E311) stage 2 phase 4B, Extension of academic rd.: Client: Roads & Transport Authority (RTA) -**The project comprises of three span box girder bridge with span arrangement (45m+60m+45m). Involved in design & preparation of drawings of superstructure and substructure for Bridge. Bridge supported by Abutment at ends and at intermediate supports three piers are provided because wider carriage width (24.90m)

**Expressway Programme (Al Furosiya Street) (July 2013 – Ongoing).** Duties andresponsibilities include the following: Preparation of design calculations & drawings for underpasses/Tunnel sections. Review of design & drawings of bridges.

**Assistant General Manager (Design) S.N. Bhobe Associates Pvt. Navi Mumbai, India, January 2012 – June 2013.**

**ROB on Amravati – Jalgaon Section; Client: Larsen & Toubro Pvt. Ltd. -** Was involved on design and preparation of drawings for composite plate girder superstructure & substructure of different span range between 11m to 37.50m.

**Saswad Flyover; Client: Pune Municipal Corporation -** Was involved on design and preparation of drawings for Post Tension Box girder & PSC-I Girder Superstructure & Substructure.

**Sondad ROB; Client: Ashoka Bulidcon Pvt. Ltd**. - Was involved on design and preparation of drawings for composite plate girder superstructure & substructure of span 25m & 31m.

**Structural Engineer, AECOM Middle East Ltd., Abu Dhabi, UAE. November 2007 – November 2011.**

**Al Muntazah Street Extension; Client: Public Work Authority, Qatar -** Was involved on a Qatar based Project ‘Al Muntazah street Extension’. The project consists of 4 interchanges. The interchanges overall comprises of 4 underpass bridges, 4 Flyovers and Approach / U-sections. Involved in design of pumping station for Karwa Underpass Bridge.

**Nahil Underpass and Bridge; Client: Department of Transport** - The project comprises of two span voided slab bridge and underpass. Involved in design of superstructure and substructure for Nahil Bridge. Structure comprises two span voided slab founded on integral piers and piles.

**Madinat Zayed Camel Underpass; Client: Department of Transport** - The project comprises R.C. box frame of clear horizontal span of 12.0m.Involved in design and preparation of drawings.

**Military Underpass, Ruwais Bypass; Client: Department of Transport** - The project comprises R.C. box frame of clear horizontal span of 6.0m. Involved in design and preparation of drawings.

**Al Ajban Culvert Client: Department of Municipal Affairs, Abu Dhabi** - The project comprises R.C. culvert with isolated footing. Involved in design and preparation of drawings.

**Lusail Expressway; Client: Public Work Authority, Qatar** -The project comprises of three free flow traffic interchanges namely Pearl, Onaiza and Wahda in addition to two canal crossing bridges and LRT tunnel. The interchanges overall comprises of 6 tunnels, 2 Flyovers, Underpass Bridge and Approach / U-sections in addition to Canal crossing I-girder Bridges. Involved in substructure design of canal crossing bridges (north and south bound bridges), LRT tunnel and Trough sections.

King Abdulla Financial District, Saudi Arabia; Client: Riyadh investment Company, Saudi Arabia - King Abdulla Financial District (KAFD) is planned to be the largest financial and business zone in the Middle East to consolidate Saudi Arabia’s position as the Middle East Financial Capital. Scope of works includes review and verification of detailed design of bridges and tunnels.

**Abu Al Abiad Canal Bridge; Client: Department of Presidential Affairs, Abu Dhabi.** The project comprises of two span multi-cell R.C. post-tensioned box girder slab bridge founded on integral abutment and two monolithic piers. Involved in design of superstructure and substructure.

**Rehabilitation of Jebel-Ali Lihbab Road; Client: Roads & Transport Authority (RTA) through Cansult Maunsell – Dubai office.** Involved in the design of the bridges for the Cansult Maunsell Dubai office. The single interchange is part of the proposed upgrading of the Jebel Ali Lihbab Road. The structures comprise of multi-cell R.C. post-tensioned box girder bridges founded on R.C. piers and piles. Responsibilities involved detailed design of superstructure as per RTA requirements.

**Rehabilitation of Al Khail Dubai Road Phase-4; Client: Roads & Transport Authority (RTA) through Cansult Maunsell – Dubai office.** Involved in the design of the bridges for the Cansult Maunsell Dubai office. The single interchange is part of the proposed upgrading of the Road. The structures comprise of multi-cell R.C. post-tensioned box girder bridges founded on R.C. piers and piles. Responsibilities involved design of superstructure as per RTA requirements.

**Rehabilitation of Al Khail Dubai Road Junction-9 Client: Roads & Transport Authority (RTA) through Cansult Maunsell – Dubai office.** Involved in the verification of the bridge for the Cansult Maunsell Dubai office. The single interchange is part of the proposed upgrading of the Road. The structures comprise of multi-cell R.C. post-tensioned box girder bridges founded on R.C. piers and piles. Responsibilities involved verification of substructure as per RTA requirements.

**Al Raha Beach Development; Client: Al Dar Properties PJSC.** Involved in the infrastructure design of the Raha Beach project – best described as a mixed use leisure development, inclusive of residential and commercial properties and associated Infrastructure. The infrastructure comprises of more than hundred bridges (this includes structures within the development as well as external interchange bridges crossing the main highway). The infrastructure involves the design of steel/concrete bridges which are simple/continuous spans, post-tensioned/steel reinforced superstructures.

Responsibilities: preparation of preliminary and detailed design drawings.

Involved in design of 5-UB-01 utility bridge which comprise of three span of 32.0-52.50-34.50 m multi-cell R.C. post-tensioned box Girder Bridge founded on R.C. piers and piles. Responsibilities involved detailed design of superstructure and substructures.

Involved in design of 4-MB-05 main bridge which comprises of seven span of 33.0-30.885-38.0-38.0-35.0-39.0-26.21 m multi-cell R.C. post-tensioned box Girder Bridge founded on R.C. piers and piles. Responsibilities involved detailed design of superstructure.

**Structural Engineer, Frischmann’s Prabhu India Ltd, Mumbai, India, August 2006 – September 2007.**

**Nagpur Hyderabad Highway, Hyderabad, India;** Client: National Highway, India. Responsible for the design (in accordance with IRC), detailing for multi-span arrangement pre-tensioned concrete I girder bridge having open foundation of counterfort abutments and capsule type of piers. Also responsible for the design of reinforced concrete pedestrian underpass.

**Structural Engineer, S.N.Bhobe Associates Pvt. Ltd., Navi Mumbai, India. December 2004 – July 2006.**

**Proposed Seawoods Darave (Rail Over Bridge), India; Client: Cidco, India.** Structural design and detailing (in accordance with IRC & IRS) for three single span post-tensioned PSC I-girder Bridge. Involve in design and preparation of tender drawing for central span (ROB) as per Indian Railway Standards. Also design substructure having circular pier resting on pile foundation.

**Hyderabad-Ibrahimpatam Fly over India.** The projects consists four single span of post-tensioned PSC I-girder resting on piers and abutments resting on pile foundation. Responsible for the detail design of superstructure and substructure & preparation of construction drawing.

**Jalandhar Pathankot, India; Client: National Highway Authority, India.** The project comprises the detail design and detailing of river bridges eight bridges having number of simply supported span post tensioned PSC-I girder resting semi-circular piers & abutments. Piers & abutment supported on circular shaped well foundation. Responsible for design of superstructure & substructure as per IRC and also preparation of drawing.

**Rail Over Bridge Sanpada, India; Client: Cidco, India.** The project comprised the design and detailing of number of simply supported span PSC I-girder. Involves in detail design of substructure for railway span which having rectangular pier supported on piles (IRC).

**Jogeshwari-Virkholi LBS Marg, India; Client: MSRDC, India.**  The project comprised the design and detailing of number of simply supported span PSC I-girder. Involves in detail design of substructure n which having rectangular pier supported on piles (IRC).

**Ghoti-Igatpuri Fly over, India; Client: MSRDC, India**. The project comprised the design and detailing of number of simply supported span PSC I-girder. Involves in detail design of substructure n which having rectangular pier supported on piles (IRC).

**Kerala Thrissur Fly Over, India; Client: National Highway Authority, India.** The project comprises the preliminary design and detailing of bridges. Five bridges having number of simply supported span post tensioned PSC-I girder resting semi-circular piers & abutments. Having pile foundation. Involves in design of substructure as per IRC and also preparation of drawing.

**Project Coordinator, Techflow Engineers India Ltd. Navi Mumbai, India. July 2003 – November 2004. Kona Seema Steel Structure, India;** Client: Larson’s & Turbo, India - Was involved in the detailing, checking & preparation of drawing for structure.

Languages

Hindi - Mother Tongue

Marathi - Excellent

English - Excellent

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