

Richard Montgomery, PE Senior Project Manager

Education:

BS Civil Engineering
Iowa State University

Professional Registration:

Missouri
Iowa
Nebraska

Career Overview

Richard Montgomery has been responsible for the design of a wide range of civil projects for both public and private sectors for more than 25 years. He has extensive experience in preliminary and final design, contract administration, scheduling and shop drawing review for parks projects and public works projects including state, county and municipal roadway improvements. As part of the T&B "Road Gang," Richard has served as project manager for the following key projects:

Hickman Mills Drive — This project involved full-depth reconstruction of Hickman Mills Road to provide an urban, four-lane pavement section from the end of the existing four-lane pavement North of the westbound I-470 ramp to Red Bridge Road. Also included was design work for reconstructing the intersection of Hickman Mills and Red Bridge Road.

Longview Road — The project involved widening the North side of Longview Road from the end of the MoDOT improvements on US 71 Highway to Grandview Road to provide an additional lane. The widening also included reconstruction of the North intersection approach at Colorado Avenue and a portion of the East approach at Grandview Road.

Shoal Creek Parkway — This project involved the extension of Shoal Creek Parkway from Hodge Park to NE 96th and included realignment of a portion of NE 96th Street and the design of a roundabout at the intersection of Shoal Creek Parkway and NE 96th Street. The project also included the design of improvements to extend a 30-inch water transmission main along Shoal Creek Parkway and a 24-inch connection on NE 96th Street.

Riverfront Park — This project involved designing a new Grand Boulevard Viaduct over the BNSF and Union Pacific Railroads, construction of Riverfront Drive to provide access to the I-29/35 Interchange, and landscape of approximately 4,500 feet of frontage along the Missouri River.

West Raytown Road Alignment — This project involved replacement of the West Raytown Road Bridge over Round Grove Creek with a 156-foot-long, three-span, precast concrete, I-girder replacement structure. The project also included lengthening the new structure and raising the approach roadway to provide additional hydraulic capacity. An MSE retaining wall was designed along the south side of the roadway approaches to accommodate the 54-inch Jackson Cass transmission main, which parallels the project, and a new 12-inch water distribution main was designed to avoid conflicts with the roadway and bridge improvements.

North Amity Avenue — This project involved realignment and reconstruction of North Amity Avenue from Barry Road to the north side of the Highway 152 interchange. Constructed in conjunction with the N.W. Barry Road improvement, the project included 3,400 feet of four-lane divided urban roadway.

Richard's other roadway work includes managing the Wornall Road Improvements project in Kansas City, Missouri, a project that involved widening about 1,500 linear feet of Wornall Road from five to seven lanes in the vicinity of 103rd Street and replacing a 240-foot-long bridge over Indian Creek. Richard also successfully managed the 85th Street Improvements (total reconstruction of approximately 0.8 miles of 85th Street from a two-lane rural to a five-lane urban roadway) and Prospect Avenue Improvements (approximately 2,000 linear feet of roadway and replacement of the bridge over the Blue River).