

Scott Maul, PE SE

Principal Structural Engineer



Qualifications

BS, Structural Engineering,
University of Florida

Licenses

PE, New York
PE, New Jersey
PE SE, California
PE SE, Georgia

Professional Associations

American Society of Civil Engineers, Member

Adjunct Professor

New York City College of Technology

Mr. Maul is a Principal Engineer at GMA Engineering. He is experienced in providing program management, owner's representative, project management, structural engineering, and other technical roles.

Mr. Maul has a track record of successfully advising owners and managing the procurement, design, and construction phases of mega-projects. His background is rooted in strong technical fundamentals and he has led the design of bridge, marine, and tunnel infrastructure projects. Previous experiences range from concept study and investment evaluations to technical design, inspections, and construction fit-out for projects of all size. This has allowed him to obtain expertise on virtually all aspects of the project lifecycle and a clear understanding of different project demands, challenges, risks, and opportunities.

Scott's strength lies in his ability to manage complex projects and solve technical problems in a holistic manner.

Metropolitan Transportation Authority Capital Construction, East Side Access Program Management Services, New York, New York

\$11 billion rail infrastructure project to extend Long Island Railroad to Midtown East Manhattan Grand Central. Mr. Maul was an owner's representative on the Program Management Consulting Team. He oversaw the General Engineering Consultant contract for Construction Phase Services and new design efforts. This included managing procurement of engineering services, contract administration, and resolution of modifications and claims. He also developed funding forecasts, resource allocations, and Key Performance Indicators for client executive leadership. He also managed the procurement of new Design-Build Construction RFP documents for over \$300 million of construction. This included assisting the owner develop construction and design scope, and RFP package. He also resolved contractor questions throughout procurement and oversaw the technical proposal review for award.

National Railroad Passenger Corporation, Gateway Stage 1 Tunnel Box, New York, New York*

\$14 billion new Amtrak rail tunnel in the Northeast Corridor (NEC) between New Jersey and New York, NY. Stage 1 is the New York landside section from Penn station to Hudson yards. Mr. Maul was the Tunnel Structural Engineer responsible for providing engineering analysis and design of the cut-and-cover tunnel, which support 1.2 ksf high-rise building footings bearing directly on structure.

NYS Department of Transportation, Van Wyck Expressway Contract 2, Design-Build, New York, NY

\$350+ million design build project to widen Van Wyck Expressway in Queens. Mr. Maul was lead designer for the replacement of reinforced concrete retaining walls and the design of new steel walkways on LIRR bridges. Project also includes rapid replacement of one LIRR bridge, one

vehicular bridge, and retrofit and reconstruction of existing LIRR double decker bridge.

New York State Thruway Authority, The New NY Bridge Design-Build - Tappan Zee Bridge, New York, New York*

\$3.9 billion design-build project to replace the Tappan Zee Bridge, over three miles of crossing the Hudson River. Mr. Maul was a Bridge Engineer on the design-build team that developed the successful steel bridge design proposal. Mr. Maul was a Unit Lead Bridge Structural Engineer responsible for analysis and final design of approach structures of three structure units

Port Authority of New York and New Jersey, Bayonne Bridge “Raise the Roadway”, Bayonne, New Jersey*

\$1.3 billion innovative alternative solution to raise the deck within the 1,650 ft steel arch Bayonne Bridge. Mr. Maul was a Bridge Structural Engineer responsible for main-span global analysis for the construction staging and incremental strengthening and demolition.

Tampa Hillsborough Expressway Authority, Selmon Expressway West Extension, Tampa, Florida*

Senior Bridge Engineer responsible for the design of 750’ of steel superstructure for the \$230M design-build project. Superstructure consists of three continuous 4 span steel tub girders. Unique case where in the longest span, two girders have sharp curvatures and one girder remains straight. Multiple alignments and load combinations were created to capture the different loading conditions and cases.

Florida Department of Transportation, I-4 Ultimate Improvement Project, Orlando, Florida*

\$2.3 billion public-private partnership/design-build proposal to reconstruct 21 miles of I-4 in Orlando, Florida. Mr. Maul was a Bridge Structural Engineer responsible for the analysis and design of several curved tub girder superstructure and concrete substructure.

Jacksonville Port Authority, Blount Island Marine Terminal Rehabilitation, Jacksonville, Florida*

\$30 million rehabilitation of approximately 4,700 linear feet of wharf at Blount Island Marine Terminal in Jacksonville, Florida. Mr. Maul was a Marine Structural Engineer that provided engineering services for the design and preparation of bid documents, and engineering support during construction of full deck replacement.

Metropolitan Transportation Authority Bridges & Tunnels, Fender Protection System, New York, New York*

Mr. Maul was a Marine Engineer for an errant vessel impact risk analysis and concept design of the Bronx-Whitestone and Throgs Neck bridges. Mr. Maul evaluated previously proposed protection structure options and he developed new conceptual design alternatives.

*Prior to joining GMA Engineering