

## CURRICULUM VITAE

Brian R McKENNA

<b>Present Appointment</b>	Associate – Scott Wilson Kirkpatrick & Co Ltd. Deputy Head Kutlutaş-SWK Joint Venture, Ankara, Turkey
<b>Education</b>	BSc (Eng) Imperial College, London University, 1953 MSc Illinois University, USA, 1961
<b>Professional Qualifications</b>	Fellow of the Institution of Civil Engineers Fellow of the Hong Kong Institute of Engineers
<b>Languages</b>	English: Mother tongue
<b>Synopsis</b>	<p>Brian McKenna has been with Scott Wilson since graduating from Imperial College in 1953. He has had considerable experience of Project Management as well as being responsible for the design and supervision of construction of major projects. Since 1988 he has been Scott Wilson's Resident Representative and Project Manager for Turkey. As Deputy Head of Kutlutaş-SWK he is responsible for construction supervision of the 229 km long £ 1 billion Ankara Motorway Project. From 1984 to was Chief Resident Engineer on the Tsing Yi North Bridge Project in Hong Kong (now called the Tsuen Tsing Bridge).</p> <p>Early experience was with the design and supervision of construction of various structures followed by soils and materials testing in the UK and Hong Kong. He then took a MSc at Illinois University in structures, soil mechanics and foundations, funded by SWK. He returned to the London for structural design for two years before spending eight years on the design and supervision in chief of urban motorways in Glasgow, Scotland. This was followed by six years of design studies London Basingstoke, mainly on bridge works, in World Bank funded Jinnah Bridge in Karachi, Pakistan after which he became Chief Resident Engineer for its construction. A further two years were spent in project management for the construction of Terminal 4 at Heathrow Airport, London.</p>
<b>Publication</b>	Tsing Yi North Bridge: construction. Proceedings ICE Part 1 June 1989

Scott Wilson Kirkpatrick

Professional  
History

**1988 to date**

**Turkey: Associate, Scott Wilson Kirkpatrick**

Scott Wilson's Resident Representative in Turkey and Deputy Head [Construction Supervision] of the Kutlutaş~SWK Joint Venture for the Engineering Services for the Gerede-Ankara and Ankara Peripheral Motorway Project. The Gerede-Ankara length is 115 km of dual 3 lane motorway through, at the northern Gerede end, mountainous snow for months of the year.

The Ankara Peripheral Motorway - the M25 of Ankara - is 114 km of dual 4 lane motorway including three large steel multispan bridges. The total construction cost is US\$ 1.5 billion. As DH[C] he was responsible for planning, co-ordinating, establishing standards and principles for the supervision of construction on this huge project. July 1991 at the of construction work the monthly interim progress certificate for the contractor was US\$ 31.3 million. The final quantities speak for themselves - 161 Mm<sup>3</sup> of earthworks, 114 Mm<sup>3</sup> of fill, 1.1 Mm<sup>3</sup> of structural concrete, 105 thousand tonnes of steel reinforcement, 24 thousand tonnes of structural steel in the 3 large steel bridges, over 14,000 drawings issued for construction etc, etc. These immense work quantities required at the peak of construction a site supervision engineering staff of 150 made up of 136 Kutlutas and 14 Scott Wilson engineers and technicians. Construction started in 1988 and the final part of the motorway will be opened to traffic in October 1998. Additionally, from 1992 to date, he has been the ICE Country Representative for Turkey.

**1977-88**

**Pakistan, UK and Hong Kong: Senior Principal Engineer SWK**

(1984-88)

Hong Kong: Chief Resident Engineer Tsing North Bridge (now known as the Tsuen Tsing Bridge). This prestressed concrete balanced cantilever road bridge crosses the 260m wide Rambler Channel joining Tsing Yi Island with Tsuen Wan. The 16 approach spans (mainly 45m long) lead to a 160m main span flanked by 90m side spans making a total length of 1.015 m with a further 500m of approach road on embankment. The main span and side spans are constructed by the insitu balanced cantilever method. The foundations for the main piers are 2m diameter bored piles, founded some 1 ½ m to 2 diameters into bedrock; the approach spans

are founded on 1.2 m piles or pad footings. Additionally he was an ICE examiner for the Chartered Engineer professional interview whilst in Hong Kong.

(1982-84)

UK: Senior SWK representative on site for the Heathrow Airport, London Terminal 4 project management team. This is a major multi-discipline project constructed under a management contractor.

(1977-82)

Pakistan: Chief Resident Engineer Jinnah Bridge, Karachi, Pakistan. 430m long by 30m wide prestressed concrete road bridge crosses the north end of Karachi Harbour. It was founded on large diameter cast-in-place bored piles, bored under bentonite from floating plant. The World Bank through the IDA funded the project.

**1965-77**

**UK: Principal Engineer - Scott Wilson Kirkpatrick**

(1971-77)

Project Engineer, responsible design and preparation of contract documents for the Jinnah Bridge Karachi Pakistan. Later responsible for supervision in chief including checking contractor's temporary works proposals. Seconded to the bridge site in 1977 as Chief Resident Engineer.

Responsible for strengthening proposals for composite steel bridges in United Arab Emirates.

Responsible for technical appraisal of draft design standard for lighting columns for the European Committee for Standardisation.

Project leader for feasibility study of river ports for the Government

Responsible for supervision in chief and partial redesign of 8 bridges on the M180 motorway, Brigg bypass.

Responsible for the design of 45 bridges associated with the Lagos-Ibadan Expressway, Nigeria.

Responsible for the prestressed concrete alternative design for the Ouse Bridge; length 1,300m width 33m.

Responsible for the design of part of the Oxford Urban Motorway.

(1965-71)

Project Engineer for urban motorway projects in Glasgow, Scotland (North Flank, Glasgow Inner Ring Road and Renfrew Motorway, Stage 1).

**1963-65**

**UK: Assistant Principle Engineer - Scott Wilson Kirkpatrick**

In charge of the design of bridges and other structures on the £8 million urban motorway project in Glasgow (North Flank, Glasgow Inner Ring Road).

- 1960-63                      Hong Kong, USA & UK: Assistant Engineer (Chartered) -  
Scott Wilson Kirkpatrick**
- (1961-63)                      UK: Leader of a team engaged on the structural design of a  
prestressed concrete pressure vessel for a nuclear power station  
(Wylfa).
- (1960-61)                      USA: In 1960 awarded a SWK fellowship to attend a one year  
course of post-graduate studies in structural engineering, soil  
mechanics and foundations at the University of Illinois. USA  
leading to a MSc.
- (1960)                          Hong Kong: In charge of the firm's soil mechanics laboratory in  
Hong Kong.
- 1956-59                      UK: Assistant Engineer - Scott Wilson Kirkpatrick**
- (1958-59)                      Assisted in the design of bridges for the Ross-on-Wye Bypass and  
the M6 Motorway in Cheshire.
- (1956-58)                      Assisted in the site supervision of the construction of the Shell  
Centre, London and the hangars for British European Airways,  
London Airport.
- 1953-55                      UK: Assistant Under Agreement - Scott Wilson Kirkpatrick**
- Detailed design of reinforced and prestressed concrete, also steel  
structures; soils testing.
- 1948-50                      UK & Libya: Military Service**
- National service in the Royal Engineers - commissioned as 2<sup>nd</sup>  
Lieutenant. Posted to the 22<sup>nd</sup> Field Engineering Regiment in  
Libya.