



EDUCATION

- **University of Texas at Austin**, B.S., Civil Engineering, 2022

Mr. Hoang is a recent University of Texas graduate pursuing his EIT license. He began his career working as an intern as a Bridge Inspection assistant. During this time, he measured bridge geometrics and analyzed the physical condition of structural elements. He hopes through this position, he can uphold the safety of the public through traffic control review and utility coordination.

Mr. Hoang's skills include:

- Bridge Inspection
- Temporary Traffic Control
- Utility Coordination
- Staff Augmentation
- AutoCad
- Microstation

HIGHLIGHTED PROJECT EXPERIENCE

Austin Level 2 Street Project

Austin, TX

Identified Level 2 streets throughout the Austin area using the ASMP map and determined if the average daily traffic was above or below 5,000 ADT for analysts. With this data, analysts are able to determine what streets are capable of allowing bicyclists to merge into the street or not per updated ROW Standard Note 804S-1 10 of 13.

ATD Staff Augmentation (Right of Way Management / Utility Coordination)

Austin, TX

Reviewed and commented on temporary traffic control plans (TTCP) in compliance with TMUTCD and COA Standards including Mobility Guidelines. Reviewed Site Plans, General Permits, and Small Cell Plans for Utility Coordination. Attended weekly AULCC coordination meetings. This position requires frequent interaction and coordination with other City staff.

Bridge Inspection Assistant

Austin, TX

Assisted Team Leader in bridge inspection throughout Texas. Field inspection includes measuring bridge geometrics, measuring channel bed depths, and analyzing the physical condition of structural bridge elements and roadway conditions. Office work includes mapping bridge locations, inspection documentation, load rating calculations, and detailed underclearance drawings.

Southern Walnut Creek Trail Safety Enhancement Project

Austin, TX

Investigated alternatives to improve bicyclist safety due to the small turn radius of the bike trail. Solutions provided included altering the trail's alignment, increasing the turn radius, and constructing a designated bike tunnel.