

# AT&T NEXT GEN FIBER PROJECT LINKS

PF.NET  
HOUSTON, TEXAS  
MR. DON BOTTRELL(NLL CONTACT)

PROJECT COST: \$240,000,000  
COMPLETION DATE: 2003  
PHONE: (406) 670-7100

## PROJECT DESCRIPTION

### Description

ECI was retained by Quanta Services, Northern Line Layers (NLL) Division to provide engineering services on the largest-ever design/build fiber optic project in the United States. ECI acted as the prime engineer, responsible for approximately 60% of the project mileage. Services on this project were initiated in the last quarter of 1999, and continued until June 2002, at which time the telecommunications utility (PF.Net) filed for Chapter 11 protection. Subsequent to the Chapter 11 filing, the assets of PF.Net were liquidated and purchased by their partner, AT&T. Currently, ECI is completing a very small component of the remaining work as the project moves towards being placed into service as a major new trunk telecommunications facility.



### Permitting Scope

ECI was responsible for permitting of the cable placement in public and private right-of-ways throughout the almost 1,200 mile length for which the firm was responsible. Permitting requirements were extensive, with a total of over 900 individual permits successfully obtained through the efforts of ECI's Project Team. Mr. David Anderson acted as overall Project Manager. Other key Team Members included Mr. Dick McComish and Mr. Bob Scott, who handled the environmental processes. Our permitting and right-of-way team involved a peak of seven (7) individuals that cumulatively dedicated more than 15,000 man-hours to permit all links. ECI key team members in the permitting and environmental aspects of the project were Mr. Bob Scott and Ms. Linda Lee. They were assisted by other team members, as well as an environmental consultant familiar with nuances associated with coastal regulations in the southwest U.S.



Permitting for this linear project was completed successfully in the States of Florida, Mississippi, Alabama, Louisiana, Texas, New Mexico and Arizona; over 1,200 miles were substantially completed in less than 14 months. Our work required the necessary applications and permitting with the variety of federal, state, local and municipal agencies. Some of these included

◆ Engineering With Distinction ◆

Project Experience Resume



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Intercoastal Waterways, National Aeronautic and Space Administration, Bureau of Land Management, State Lands Department(s), Corp of Engineers, SHPO, U.S. Fish & Wildlife Service and a multitude of state and local permitting entities. Permitting in large metropolitan areas was extensive and extremely difficult. The efforts of ECI ultimately proved highly efficient to support the bulk of the original construction in a short 12-month time period through large municipalities like Pensacola, Mobile, Gulfport, New Orleans, Baton Rouge, Beaumont, Houston, San Antonio, El Paso and Tucson.

Work in New Mexico and Arizona required an Environmental Impact Statement (EIS) process which Mr. Bob Scott managed. This process involved a very large effort once BLM made the decision to consider the entire project length from Sunland Park, New Mexico to Blythe, California as one project rather than segmenting it into several pieces.

### KEY FACTS & HIGHLIGHTS



- ◆ ENVIRONMENTAL INTERFACE WITH COE, DNRC, USFWS, STATE LANDS, SHPO AND OTHERS FROM PENSACOLA, FLORIDA TO TUCSON, ARIZONA
- ◆ OVER 900 TOTAL PERMITS ACQUIRED
- ◆ OVER 175 INDIVIDUAL RAILROAD PERMITS OBTAINED
- ◆ EXTENSIVE BLM LANDS IN NEW MEXICO AND ARIZONA REQUIRING A FULL EIS
- ◆ MAJOR UNDERWATER CROSSINGS OF MOBILE BAY, ALABAMA AND LAKE PONTCHARTRAIN, LOUISIANA

