



GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

Return To: County Executive Office
1195 Third Street, Room 310
Napa, Ca 94559-3082

PLEASE PRINT OR TYPE (Please complete all three pages)

1. Full name: J. Paul Silvestri, Jr.
2. Supervisorial District in which you reside: William Dodd
3. a. Current occupation (within last 12 months): Advisor to Transportation Agencies throughout the United States on construction issues.
b. Business interests in last 12 months: Transportation Industry, Major Bridges, Highways, and Rail Transit
4. Current License (Professional or Occupational); Date of issue and/or expiration:

Status: Inactive
5. Education/Experience: A resume may be attached containing this and any other information that would be helpful to the Board in evaluating your application.
Bachelor of Science - Civil Engineering
Stanford University (1955)
39 Years: Heavy Civil Engineering Construction
11 Years: Advising Transportation Agencies
(See enclosed resume.)
6. Community participation (nature of activity and community location):
Treasurer-Silverado Homeowners' Association
1960-1980 - Resident Marin County - Numerous Public Service Committees

7. Other County Boards/Commissions/Committees on which you serve/have served:

None

8. Names, addresses and phone numbers of three individuals familiar with your background:

Joseph W. Peatman (Grasser Foundation)

M.R. McGowan

Joseph Russonello

9. Name of spouse and occupation of spouse within last 12 months, if married (for Conflict of Interest purposes):

Gail Silvestri, Housewife

10. Please explain your reasons for wishing to serve and, in your opinion, how you feel you could contribute:

See Attachment

11. Indicate the category of membership for which you are applying.

X Representing Napa County Board of Supervisors

NAME OF APPLICANT: J. Paul Silvestri, Jr.

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT
ATTACHMENT**

10. Please explain you reasons for wishing to serve

With my corporate career expired but still active as an advisor to the Transportation Industry, and with time available for public service, I would provide an opportunity for the District and myself to:

- benefit from my 50 years of extensive local and national diversified transportation experience, while transferring this experience by working with the current generation of public sector transportation management, and utilizing my experience to benefit the taxpayers of Napa County.

10. and, in your opinion, how you feel you could contribute

❖ Provide working knowledge and experience as follows:

- Consensus Building Participant
- Fiscal Responsibility, development, monitoring and managing of budgets
- Understanding the needs of the North Bay traveler in having sense of realistic solutions
- Alternative modes of transportation:
 - ◆ Bus Corridors
 - ◆ Ferry Operations
 - ◆ Specialty Lane Configurations – H.O.V.'s – Dedicated Bus Lanes, and Dedicated Toll Lanes
 - ◆ Light and Heavy Rail Commuter System
- Craft Labor Negotiations – San Francisco Bay Area Unions
- Caltrans experience beginning 1952 as Contractor and Advisor
- FHWA (Federal Highway Administration) – Environmental Impact Statements, Content Sensitive Design Requirements, and Relationships with Headquarters' Technical Managers
- BARTD – managed actual construction of thirteen of the original BART subways and at grade construction contracts.
- Participation of Transportation Advisory Boards:
 - ◆ San Francisco International Airport Runway
 - ◆ Los Angeles/Alameda Corridor Rail Project
 - ◆ Wisconsin Department of Transportation
 - ◆ Maryland Department of Transportation

QUALIFICATIONS OF J. PAUL SILVESTRI, JR.

J. Paul Silvestri, Jr., is a nationally recognized construction professional. From craftsman to chief executive officer, Mr. Silvestri possesses over 39 years of experience in the execution of major civil engineering projects, both domestically and internationally, and ten years experience advising Transportation Agencies. He has published articles for *Civil Engineering*, *Construction Methods*, *Engineering News Record*, *American Segmental Bridge Institute*, and other industry-oriented publications, and has received awards of excellence from numerous public and private agencies. He is a graduate of Stanford University with a Bachelor of Science Degree in Civil Engineering.

Mr. Silvestri's experience centers around the transportation industry with particular emphasis on estimating, construction engineering, and execution of major over-water bridges, multilevel highway interchanges, interstate highway corridors, rapid-transit subway stations, cut and cover line structures and aerial guideways.

He has been an industry leader in innovation of construction techniques for high-speed rail systems and major bridges throughout the United States.

Mr. Silvestri's bridge substructure experience includes significant cofferdams, drilled shafts, concrete and steel piling, massive tremie concrete placements, "mass" concrete footing blocks, concrete piers and related fender systems; these elements have been constructed in deep, open water affected currents, tidal and wave action all of which have further complicated the construction logistics and quality control. The bridge superstructure experience has been at the forefront of state-of-the-art construction from the original Bacon Street cast-in-place concrete post-tensioned solid-slab bridge and cast-in-place post-tensioned box girder bridges, to steel truss, plate girders, and orthotropic box girder bridges, to concrete segmental bridges constructed by the balanced cantilever method and long span cable-stayed concrete bridges.

He has been responsible for estimating and construction operations that in current dollars would be in excess of several billion dollars.

He serves on several Constructability Peer Review Committees and Dispute Review Boards related to the transportation industry throughout the United States.

Mr. Silvestri is the Founder of The National Constructor's Group, whose primary goal is working with public agencies and design engineering firms during the initial and final design stages to analyze contract plans and specifications for completeness, accuracy of details, and constructability in an effort to complete mega projects on time and within budget, while avoiding contract disputes.

MAJOR MARINE BRIDGE STRUCTURES • CONSTRUCTION

Cast-in-Place Concrete Construction

Caltrans San Joaquin River Crossing for Route 29, Vernalis, California. Corporate responsibility for the estimate and construction of this concrete cast-in-place box girder bridge.

Jacksonville Transportation Authority Main Span of Dame Point Bridge, Jacksonville, Florida. Member of construction joint venture management committee and responsible for estimate. This project is the longest, cable-stayed, concrete, cast-in-place, segmental bridge built to date in the United States.

Precast Concrete Construction

Washington DOT Replacement of the Hood Canal Floating Bridge, West of Seattle, Washington. Member of construction joint venture management committee and responsible for the estimate. This project included the construction of a graving dock, anchor handling elevator, precast, post-tensioned pontoons, concrete anchors, the placing and anchoring of all components in water depths up to 400 feet.

North Carolina DOT Dismal Swamp Bridge, Dismal Swamp, North Carolina. Corporate responsibility for this AASHTO girder bridge, including the substructure and superstructure.

Florida DOT Skyway Bridge, Tampa, Florida. Corporate responsibility for the estimate and construction of the foundations of the main piers. This scope included cofferdams in open water, drilled shafts, and mass concrete footing block placements.

Port of Miami-Dodge Island Bridge, Miami, Florida. Corporate responsibility for estimating and construction for twin, balanced cantilever segmental box girder bridge.

Structural Steel Construction

Caltrans I-880 Sacramento River Crossing, Sacramento, California. Project Manager for the construction of this orthotropic steel box girder structure, including cofferdams, substructure, and complete superstructure.

Maryland DOT South River Bridge, Annapolis, Maryland. Corporate responsibility for this welded-plate girder bridge, including the substructure and superstructure.

Missouri DOT I-70 Bridge over the Missouri River, St. Louis, Missouri. Corporate responsibility for the estimate and construction of the substructure of this steel truss bridge. The substructure consisted of drilled shafts, cofferdams, and pier construction.

Caltrans I-80 Sacramento River Crossing, Sacramento, California. Project Manager for the construction of the substructure and concrete deck placed upon welded steel-plate girders. This structure contains more than a million square feet of active bridge deck.

MAJOR BRIDGE STRUCTURES • CONSTRUCTION

Cast-In-Place

California Toll Bridge Authority, Richmond-San Rafael Bridge Approaches, Richmond, California. Field Engineer for construction of retaining walls, roadway, and structures for the main-span-crossing approaches.

Caltrans San Rafael Urban Viaduct for Route 101, San Rafael, California. Corporate responsibility for the estimate and construction of this concrete, cast-in-place, box girder bridge.

California Toll Bridge Authority, Vallejo, California. Field Engineer for placing the concrete deck on truss section of the Carquinez Straits Bridge.

Caltrans Klamath River Region. Numerous rural highway timber bridges providing local access. Project Manager for construction.

Precast Concrete

California Toll Bridge Authority, San Francisco, California. Field Engineer for the reconstruction of the Yerba Buena Tunnel at the mid-span of the San Francisco-Oakland Bay Bridge. Work included the lowering of the existing upper deck to provide for one-way traffic on both the lower and upper decks of the bridge.

Structural Steel Construction

Caltrans Eel River Bridge Highway 101, Scotia, California. Project Manager for the construction of this bridge that rises 100 feet above the Eel River. The structure included cofferdams and slip-formed piers with welded-plate girders with cast-in-place concrete deck.

United States Corps of Engineers Martins Ferry Bridge, Klamath, California. Project Manager for construction of truss bridge approximately 200 feet above the Klamath River.

MAJOR HIGHWAY CONSTRUCTION

Highway Interchange and Highway Construction

Caltrans Viaducts throughout San Francisco, California. Steel and concrete cast-in-place, box girder viaducts: worked in various craft labor capacities, learning the various trades.

California Toll Bridge Authority, San Francisco, California. Project Engineer for the construction of the San Francisco-Oakland Bay Bridge Toll Plaza Expansion - Phase I.

Caltrans Embarcadero Freeway, San Francisco, California. Project Engineer for the construction of double deck, concrete, cast-in-place, box girder viaduct along the San Francisco waterfront.

Caltrans Walnut Creek Four-Level Interchange and Freeway, Walnut Creek, California. Project Engineer for the construction, including: 20 bridges, two million cubic yards of roadway excavation, asphalt and concrete pavement.

Caltrans Highway 101 Freeway, Palo Alto, California. Project Engineer responsible for the construction of five miles of freeway parallel to existing facilities.

Caltrans Highway 50 Freeway, El Dorado Hills, California. Project Manager for estimate and construction of seven miles of freeway parallel to existing facilities.

Caltrans I-5 Connector at Mosedale, Modesto, California. Corporate responsibility for the estimate and construction for the project, which consisted of river crossings, concrete, cast-in-place, box girder bridges, and two million cubic yards of imported borrow, including a hydraulically dredged embankment exceeding 35 feet in vertical elevation.

Florida DOT I-595/441 Three-Level Interchange, Ft. Lauderdale, Florida. Corporate responsibility for the project consisting of two segmental bridge flyovers, 17 bridges and three million cubic yards of imported borrow for roadway embankment.

Florida DOT Ft. Lauderdale Airport/I-595. Three-level Interchange, Miami, Florida. Corporate responsibility for construction of the precast segments.

Florida DOT I-95 Freeway, Jupiter, Florida. Corporate responsibility for four miles of interstate freeway on new alignment.

Florida DOT I-95 Freeway, Palm Beach, Florida. Corporate responsibility of five miles of interstate freeway on new alignment.

Florida DOT I-95 Freeway, Miami, Florida. Corporate responsibility for three miles of exterior widening of existing freeway.

Florida DOT I-75, Palmetto Expressway. Hialeah, Florida. Three-level interchange, corporate responsibility for contract involving seven segmental bridges.

HIGH SPEED RAIL CONSTRUCTION

San Francisco Bay Area Rapid Transit District (BARTD), Oakland, California.

Portal Structure Lake Merritt, Oakland, California. Corporate responsibility for construction of the Portal to the downtown underground system. Involving cofferdams, dewatering, mass concrete placements and ground support bracing systems.

Berkeley South, Cut and Cover Subway, Berkeley, California. Project Manager for construction of this section.

Berkeley North, Cut and Cover Station, Berkeley, California. Project Manager for the estimate and construction of this section.

Richmond Aerial and Roadway Line Facilities, El Cerrito, California. Project Manager for the estimate and construction of this section.

San Francisco Powell Street Station Entrance, San Francisco, California. Project Manager for the estimate and construction of this section.

San Francisco Municipal Railway, Cut and Cover Subway Van Ness to Duboce, San Francisco, California. Corporate interface for construction.

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San Francisco Municipal Railway, Cut and Cover Subway to Duboce to Castro, San Francisco, California. Corporate interface for the estimate and construction.

San Francisco Municipal Railway, Subway Station Church Street, San Francisco, California. Corporate interface for the estimate and construction.

San Francisco Municipal Railway, Subway Station Castro Street, San Francisco, California. Corporate interface for the estimate and construction.

San Francisco Municipal Railway, Temporary Shoofly Outer Market Street, San Francisco, California. Corporate interface for the estimate and construction.

MARINE AND OFFSHORE CONSTRUCTION

Government of Kuwait. Cooling Water Intake pump plant including four (4) 11-foot diameter intake pipes manufactured and placed 1100 feet into the Persian Gulf with an intake structure, and six (6) 12-foot diameter discharge pipes. Corporate responsibility for construction and mobilization of all facilities from the United States including pipe manufacturing facilities for reinforced concrete cylinder pipe.

U.S. Navy Kings Bay Trident Naval Base, St. Mary's, Georgia. Three separate projects being the Ammunition Loading facilities and Wharf, the Rehabilitation Wharf and General Marine Facilities. Corporate responsibility for the estimates and construction.

Virginia DOT, Construction of Sand Islands for a subaqueous interstate highway tunnel crossing of Hampton Roads, Newport News, VA. Corporate responsibility for estimates and construction.

Caltrans, Salvage and Repair of the fender system of the Benicia-Martinez Bridge. Responsible for the estimate and construction.

Continental Grain, New Orleans, Louisiana. Construction of ship loading facilities for Ocean going ships. Corporate responsibility for the estimate and construction.

HEAVY CIVIL ENGINEERING CONSTRUCTION

Bank of Denver Steamboat Springs, Colorado; Carmount Dam and Spillway. This project was a negotiated reimbursable cost contract to construct a rock fill dam and concrete spillway for flood control and recreational purposes. Corporate responsibility for contract negotiations and construction.

State of Maryland Seneca Water District, Seneca, Maryland. This project included the development of a complete water storage and handling facility including: Earthfill dam, Diversion tunnels, shafts, water pumping plants and access roads. Corporate responsibility for the estimate and construction.

United States Corps of Engineers, Jacksonville District, Rehabilitation of Guajuaquia Dam, Spillway and Diversion Tunnel in the Commonwealth of Puerto Rico. Corporate responsibility for construction.

United States Corps of Engineers, Little Rock District, Construction of a navigation lock on the Arkansas River. Corporate responsibility for construction.

United States Bureau of Reclamation, Granite Reef Water Transportation Project X Arizona.

Salta-Gila canal pumping plant near Phoenix, Arizona. Member Construction Joint Venture's management committee and responsible for the estimate.

United States Corps of Engineers, Sacramento District. Modifications to the New Melones Power House and Forebay. Project Manager and responsible for the estimate.

Rollins Irrigation District, Grass Valley, California. Modifications to Diversion Tunnel and installation of Butterfly valves for Power House conversion. Project Manager and responsible for the estimate.

Metropolitan Los Angeles Water District, Rancho Berando, California. The construction of 10 miles of 96-inch aqueduct over mountains terrain east of San Diego, California. Member of the construction joint venture's management committee and responsible for the estimate.

United States Corps of Engineers, Sacramento District. Dewatering of a flooded Delta Island. Designing and Operating a pump station comprised of 24 vertical turbine pumps. Responsible for the estimate, design of the system and project management.

United States Bureau of Reclamation, Salt Lake Region. Project consisted of largest roller compacted concrete dam constructed at that time in the United States, included spillway and river diversion structures. Various corporate responsibilities including selected parts of the estimate and construction methods. Development of facts for negotiations with the owner relative to differing site conditions.

DESIGN/CONSTRUCTION ENGINEERING

Member of Design Team and Chairman of the Constructability Committee for the design of the I-90/I-93 multilevel interchange for Boston's Central Artery project. The current estimated construction cost for this project is in excess of five hundred million dollars. Our role is the analysis of schedule, constructability, construction methods, and sequence. Due to the site logistics, access, environmental criteria and historic location, construction delay and added cost (claims) are of vital importance to the owner, thus our involvement on the Design Team.

Member Design Team serving in the role of constructability analysis and cost estimating for a cast-in-place balance - cantilever light rail crossing of the Los Angeles River.

Member Feasibility Design Team for study of placing seventeen miles of light rail aerial structure and seventeen stations down the center of the Ventura Freeway, Los Angeles, California.

Member general management engineering team providing tunnel and underground station concept, capital cost estimates, scheduling, construction sequence, and constructability analysis to the Commonwealth of Puerto Rico Tren Urbano. A federal transportation authority design, build, prototype project.

Member Feasibility Design Team for reconstruction of the Tappan Zee Bridge for the New York Thruway Authority.

Member Design Team for Replacement of Cypress Street//Sacramento River Bridge, City of Redding, California.

Member Design Team for a precast concrete segmental bridge consisting of eleven 330-foot spans. Erection is by the balanced cantilever method. This bridge is an Interstate Highway crossing the St. Croix River between Minnesota and Wisconsin, near Stillwater, Minnesota. The St. Croix River is considered one of the most environmentally sensitive as well as scenic and wild rivers in the United States. Our role was development of construction methods for the sensitive foundation conditions, constructability analysis, and construction cost estimates.

Member Design Team for "*high tech*" cast-in-place concrete bridge crossing the American River at Folsom, California.

Member of Preliminary Design Team for reconstruction of 43 miles of Interstate 4 through Downtown Orlando, Florida, Florida Department of Transportation.

Member of Design Team for the Third Carquinez Strait Bridge Crossing, State of California, Division of Structures.

Member of Design Team for the total reconstruction of the I-25/I-40 Interchange New Mexico Highway and Transportation Department.

Member of Design Team for the reconstruction of I-4/Florida Turnpike Interchange, Florida Department of Transportation.

Member of preliminary and Final Design Team for construction of Interstate 580 8 miles of new alignment south of Reno, Nevada, Nevada Department of Transportation.

Member of Design Team for Portsmouth, Cable Stayed crossing of the Ohio River, Ohio Department of Transportation.

Member of Preliminary and Final Design Team for the construction of Cottonwood Creek Bridge, County of Shasta, State of California.

Member of Design Team for Interstate I-80/I-580/U.S.-95 Interchange, Reno, Nevada, Nevada Department of Transportation.

Member of Design Team for construction of Housatonic River Bridge, State of Connecticut Department of Transportation.

Member of Design Team for construction of Interstate 95 New Haven Harbor Crossing, State of Connecticut Department of Transportation.

Member General Engineering Consultant Team for construction of Woodrow Wilson Bridge Potomac River - Maryland Department of Transportation.

Member Preliminary Design Team for total reconstruction of I-43/I-794 Marquette Five Level Interchange, Downtown Milwaukee - Wisconsin Department of Transportation.

Member Design Team for the replacement of the Gerald Desmond Bridge with cable-stayed span over 1,000 feet and vertical clearance of 220 feet Port of Long Beach - California Department of Transportation.

Member Preliminary Design Team for the replacement of the Schuyler Heim Lift Bridge at Port of Los Angeles - California Department of Transportation.

Member Preliminary Design Team for the replacement of the Tappan Zee Bridge, Hudson River-New York Thruway Authority.

Member of Final Design Team for the total reconstruction of I-35/I-694 corridor - Minnesota Department of Transportation.

Member of General Engineering Construction Team for Indiana Department of Transportation for Total Reconstruction of I-465 Indianapolis.

Member of Feasibility Team for Kentucky Transportation Cabinet I-75 Brent Spence Corridor and Ohio River Bridge Crossing, Cincinnati, Ohio.

Member of Feasibility Team for Ohio Department of Transportation Cleveland Interstate Inner Belt Reconstruction Program.

Member of Final Design Team for Ohio Department of Transportation I-75 Dayton Total Urban Reconstruction Program.

Member of Feasibility Team for Ohio Department of Transportation Columbus I-70/I-71 Total Urban Reconstruction Program.

CONSTRUCTABILITY/VALUE ANALYSIS

Northridge Earthquake. At the direction of Caltrans' Director performed a construction analysis of the incentive/disincentive methods of contracting following the Northridge Earthquake.

Third Carquinez Straits Bridge. Performed construction engineering/constructability analysis for type selection comparison purposes of four alternative types, with various options for each basic type (suspension, cable-stayed, arch and truss bridges).

San Francisco-Oakland Bay Bridge East Bay Crossing. Performed construction engineering/constructability and type selection analysis for both the seismic retrofit and replacement options.

The Metropolitan Water District of Southern California. Participated in the value analysis process for heavy civil engineering projects.

California Department of Transportation. Participated in the value analysis process for seismic retrofits of several bridges including the toll bridges of Northern and Southern California.

United States Corps of Engineers. Participates in the value analysis process for flood control in the Las Vegas, Nevada basin, deepening of the harbor entrance to the Port of Long Beach, and developing dredging criteria for the entrance of West Coast harbors.

Kansas Department of Transportation. Participates in the value analysis process for major interchange reconstruction.

The Metropolitan Water District of San Diego. Participates in the value analysis process for treatment and pumping plants.

The Metropolitan Sanitary District of San Diego. Participates in the value analysis process for

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transmission facilities and treatment.

Department of Transportation, Commonwealth of Puerto Rico. Perform construction engineering/constructability analysis for two cable-stayed bridge designs for the PR66 Loiza River Bridge and the LaPlata River Bridge.

Sacramento Regional Transit District. Performed constructability analysis for nine mile Southern Corridor, Sacramento, California.

Arizona Department of Transportation. Performed constructability analysis for I-10/I-19 Interchange, Tucson, Arizona.

St. Louis International Airport Runway Expansion Program – Participation in the Value Analysis Project

Central Utah Water Conservatory District – Participation in Value Analysis Program

City of San Diego – Mission Valley Light Rail Project – Constructability Analyst

Ohio Department of Transportation – Participation in Value Analysis Programs.

Wisconsin Department of Transportation – Participation in Value Analysis Programs.

Missouri Department of Transportation – Value Analysis Program

Nebraska Department of Transportation – Value Analysis Program

Silicon Valley Rapid Transit – Value Analysis Program

CONSTRUCTABILITY PEER REVIEW BOARD

San Francisco Bay Area Rapid Transit District

Constructability Peer Review Board member for the extension of BARTD from Colma to the San Francisco International Airport. This is a FTA turnkey demonstration project.

City and County of San Francisco Municipal Railway

Member Peer Review Committee to provide services to the public agency during construction to avoid construction delay and manage the added costs aspects of the project during construction rather than after. The total cost of this product is in excess of 150 million dollars and consists of twin 800-foot tunnels, cut and cover construction, trackway and controls for rail turn around. The facility is being constructed along the Embarcadero of downtown San Francisco.

Massachusetts Bay Transportation Authority

Constructability analysis for conceptual and preliminary engineering Russian Wharf Transit Way Tunnels immersed tubes and cut-cover segments. Russian Wharf is a group of historic buildings founded on timber pile and granite block footings. Soils consist of variable mixed faced materials, including ash, silt, bay muds, interfacing with glacial till.

Massachusetts Bay Transportation Authority

Constructability analysis for conceptual engineering draft E.I.R./E.I.S./M.I.S. for North-South RailLink Downtown Boston. Consisting of three (3) 4-track rail stations at approximate elevation minus 110 -- approximately 4,600 lineal feet of 31-foot diameter tunnel and 20,000 lineal feet of 40-foot diameter

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tunnel.

San Diego Metropolitan Transit District

Constructability analysis for 5.8 miles of light rail guideway including tunnels, underground station, and 15,000 lineal feet of aerial guideways.

San Francisco Bay Area Metropolitan Transportation Commission

Alternative studies for placing rail and bicycle facilities on the west spans of the San Francisco/Oakland Bay Bridge.

Santa Clara Valley Transportation Authority

Co-chairman Peer Review Committee to extend San Francisco Bay Area Rapid Transit District (BARTD) for Sixteen Miles Through Downtown San Jose (Fremont to Santa Clara).

SPECIAL ASSIGNMENTS

Alameda Corridor Transportation Authority

Advisory position relative to construction issues involving schedule, added cost, delay of construction contract reviews.

Amtrak – North End Electrification Project New York to Boston

Dispute review and analysis of time impacts.

San Francisco International Airport – ART Guideway System

Advisor to construction issues relative to acceleration of construction, construction delays and added costs.

Golden Gate Bridge Highway and Transportation District

Special Advisor to the District for review of contract documents for seismic retrofit projects.

San Francisco International Airport Airfield Development Program

Member Special Advisory Panel relevant to all construction issues, schedules, construction cost estimates, construction contract matrix, type selection, et al.

North County Transit Authority (San Diego County, California)

Advisor to Transit Authority relative to construction issues, construction costs, and management strategy.

Washington State Department of Transportation

Construction representative for the cost estimate validation process for “mega” projects.

¹DISPUTE REVIEW BOARD PARTICIPATION

¹ Caltrans DRB experience includes both Contractor's Representative and Chairman on at least 6 Granite Construction Co. projects; FCI Constructors projects; 3 Shimmick Construction Co. projects either as Chairman or Contractor's Representative. (This is a partial listing of Caltrans' DRBs.)
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Florida Department of Transportation	\$	Dispute Review Board Member for <i>three</i> separate contracts representing the Florida Department of Transportation for major segmental bridges crossing the Intracostal Waterway.
Los Angeles County Metropolitan Transportation Authority	\$	Dispute Review Board Member for <i>three</i> separate bridge structure contracts for the Pasadena Blue Line.
San Francisco Bay Area Rapid Transit District	\$	Dispute Review Board Member representing the Bay Area Rapid Transit District for the expansion program. Involved with <i>three</i> individual contracts each with separate Dispute Review Boards.
Washington State Department of Transportation	\$	Dispute Review Board Member representing the Washington State Department of Transportation for a viaduct crossing two miles of environmentally sensitive wetlands. (<i>Two</i> individual contracts.) 1998 through 2002 standing board member.
The Commonwealth of Massachusetts Department of Transportation Central Artery Tunnel	\$	Dispute Review Board Member for <i>four</i> separate contracts for Interface of Boston's Central Artery and Logan International Airport, the interface of submerged tunnel below the Fort Point Channel, the completion contract of the Fort Point Channel ventilation structure. Also represented the Contractor for the contract completing the ITS and systems for the entire Artery.
Southern Nevada Water Authority	\$	Dispute Review Board Chairman for <i>six</i> separate contracts.
California Department of Transportation	\$	Dispute Review Board Chairman and Board Member for numerous highway and major bridge projects, including the seismic retrofit and construction of the New Benicia/Martinez Bridge and its approach construction contracts.
United States Bureau of Reclamation	\$	Dispute Review Board Member for construction of a fish screen on the Sacramento River.
City of Fresno, California	\$	Dispute Review Board Chairman for Multi Sports Complex, Fresno, California.
Oregon Department of Transportation	\$	Dispute Review Board Chairman for Willamette River Bridge (Newberg)
South Carolina Department of Transportation	\$	Dispute Review Board Member for design/build contract for the Cooper River Cable-Stayed Bridge and its approaches.
Ohio Department of Transportation	\$	Dispute Review Board Chairman for the Maumee River Crossing Cable-Stayed Bridge and its approaches.

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| Contra Costa County
Transportation Authority | \$ | Dispute Review Board Member for Highway 4 Harbor Way Interchange. |
| Santa Clara Valley
Water District | \$ | Dispute Review Board Chairman and Member for flood control project and water treatment plant construction. |
| Ohio Department of
Transportaion | \$ | Dispute Review Board Member for Pomeroy-Mason cable stayed bridge crossing of the Ohio River. |
| North Dakota Department of
Transportation | \$ | Dispute Review Board Member for the replacement of Three Bears Bridge over Missouri River. |