

Garberville Sanitary District  
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**RECEIVED**

DEC 19 2019

HUMBOLDT COUNTY  
ELECTIONS

Humboldt County Board of Supervisors,  
Humboldt County Office of Elections, (attn: Lucinda)  
3033 H Street, Eureka, CA. 95501  
humboldt\_elections@co.humboldt.ca.us

December 17, 2019

**Re: Board Vacancy for Garberville Sanitary District,**

Richard Thompson has resigned from service as a Garberville Sanitary District Board Member at our October 22<sup>nd</sup> 2019 Board Meeting.

We sent the resignation letter to the Elections office and have been advertising for a new Board Member for 60 days but during that time we have received one candidate who submitted a letter of interest.

**Recommendation:**

We recommend that Dan Thomas be appointed to the Garberville Sanitary District Board so that he can replace Richard Thompson and serve out the remainder of his term.

**For Consideration**


Dan Thomas lives just outside of the GSD boundary but votes, does business and socializes within Garberville Sanitary District. Dan has an interest in community service and as a retired engineer with Cal Trans, he has a wealth of knowledge which will benefit the Board in making decisions.

1. Dan Thomas: 4461 Sawmill Road, Garberville, CA. 95542

**Summary**

By approving this appointment you will allow GSD to have a five member board and be able to address the needs of GSD and the community.

Thank you for your consideration and willingness to assist GSD in filling this vacancy.

Ralph Emerson  
  
General Manager  
Garberville Sanitary District

Linda Brodersen  
  
Board Chairperson

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**DEC 19 2019**

**HUMBOLDT COUNTY  
ELECTIONS**

11-22-19

Garberville Sanitary District  
P O Box 211  
Garberville, CA 95542

RE: Governing Board Vacancy

I would like to submit my letter of interest for the current vacancy on the governing board of the Garberville Sanitary District.

My home address is 4461 Sawmill Rd, Garberville, which is outside of the district boundaries, however, I have been living and working in the Garberville area since 1978. I've been a property owner in the Garberville area since 1981.

Local references include:        Rich Thompson, past member GSD Board  
   Craig Parkinson, local businessman and pastor

I've attached a resume and will provide other information as necessary.

Please keep me appraised on the status of filling this board vacancy.

Thankyou,

  
Dan Thomas



## Dan Thomas, PE

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State of California, Civil Engineer  
PE License # C35554

State of Hawaii, Civil Engineer  
PE License # 15051-C

California State Water Resources Control  
Board Qualified Storm Water Pollution  
Prevention Plan Developer (QSD).

Member Dispute Review Board Foundation

### Education

BSc Civil Engineering - UC Berkeley 1979  
24 units Structural Engineering - CSU Sacramento 1990-1992

### General Experience

Mr. Dan Thomas has over 40 years of engineering and construction experience working on heavy civil transportation projects, responsible for Caltrans structure construction assignments that represented progressively increased levels of personal responsibilities. Dan is adept at identifying potential and actual construction issues and developing sound engineering solutions.

Dan began his structure construction career assigned working in the Laboratory and as a Junior Civil Engineer Field Inspector on the Smith Point Bridge (south of Garberville), evolving into lead roles on increasingly large construction projects as a Caltrans Resident Engineer. Dan has demonstrated knowledge and proficiency in resolving and mediating design and constructability problems, which requires coordinating with project participants including highway design engineers, structural designers, right-of-way specialists, and owner/agencies for on-time completion of accelerated projects. Dan is familiar with reviewing for conformance with requirements of State and Federal Storm Water Pollution Prevention Plans (SWPPP), and Water Pollution Control Plans (WPCP). Dan's career with Caltrans was culminated with a decade long assignment as one of the five Statewide Area Construction Managers, where as an "ACM," Dan was personally responsible for the successful delivery of numerous major bridge construction projects within manpower allocations. Dan's forte consists of resolution of issues in particular on large and complex projects, as demonstrated by his below past representative construction projects.

### Representative Project Experience

**Oroville Dam Emergency Spillway, Oroville, CA. (7-2017 thru 9-2017)** As part of the overall \$257 Million Oroville Dam Emergency Spillway repairs, the Emergency Spillway was redesigned and rebuilt. This new Emergency Spillway included a 900 ft long secant pile wall. Dan's role was as a QC inspector for the construction of the secant pile wall. The secant pile wall was made up of 36-inch diameter piles drilled into 30,000-50,000 psi amphibolite rock formations. Pile depths ranged from 35 ft to 95 ft. All piles were poured using a tremie pipe. Rotary core barrels and downhole hammers were used.

**West O'ahu/Farrington Highway Segment & Kamehameha Guideway Segment Design-Build, Honolulu, HI. (9-2013 thru 4-2017)** The first 2 segments of an overall \$5.5 Billion Transit Project to construct a 20 mile elevated rail system connecting East Kapolei with Ala Moana Center. The West O'ahu/Farrington Guideway and the Kamehameha Guideway segments will extend the overall project from East Kapolei to Aloha Bowl near Ford Island and the Arizona Memorial. These two projects have a combined value of \$855 Million. Dan's role on both projects was to represent the designer during the construction phase overseeing quality and to facilitate field design changes, responding to non-compliance issues, submittal review, and responding to RFI's with a focus on quality and schedule.

**405 Design-Build Project, Los Angeles County. (6-2012 thru 1-2013)** Dan was assigned as Segment Engineer in Segment 1 on this \$1 Billion project to widen the 405 Freeway from I-10 up and over Sepulveda Pass to US 101. Dan's responsibility was to represent the designer and facilitate field design changes, responding to non-compliance issues, submittal review, and responding to RFI's with a focus on quality and schedule.

**Gerald Desmond Bridge Replacement, Port of Long Beach, CA (1-2012 thru 4-2012)** Design-Build Contractor Proposals for this high profile bridge replacement project were based on a cable stayed bridge structure spanning the shipping channel with 1,000 ft main span and 500 ft back spans. Approach structures varied by proposal and included cast-in-place balanced segmental, precast on the ground and high lift, and mobile scaffolding system methods for the high approaches (over 75 ft). Lower level approach methods proposed included cast-in-place box post tensioned box girders, precast-prestressed concrete girders, and cast-in-place balanced segmental construction. Foundation proposals included precast concrete pile, deep and large diameter (150-200 ft deep and greater than 8 ft in diameter) cast-in-steel-shell (CISS) pile, and cast-in-drilled-hole (CIDH) pile.

Dan's involvement was during the D-B Team selection process and included performing reviews of the D-B proposals in the areas of structure constructability, management / administration, including Quality Management Plan assessments, and construction schedule analysis.

**I-5 Boat Section thru Downtown Sacramento, Sacramento County, CA** I-5 thru downtown Sacramento is depressed below the level of the adjacent Sacramento River. The roadway is held in place against buoyant forces by tension piles and the deadweight of a concrete tremie seal. The travelled way is a structural section similar to a bridge deck which "floats" on top of the tremie seal. A complex drainage system directs surface water to a pumping system which pumps to the Sacramento River.

This structure portion of this project involved a \$20.4 Million replacement of the travelled way and drainage system, a polyester concrete overlay, and standby generator building. This work was done in an accelerated manner with full freeway closures for up to 1 week at a time and the necessary detours. Dan's involvement included: Providing interpretation of contract plans and specs and monitoring compliance thereof, provided assistance in resolving project problems, issues and claims resolution, providing supervision, coordinating with Caltrans design and maintenance units to quickly resolve construction issues, staffing and assisting with 24/7 field inspection activities including profilographing the finished travelled way and interpretation of the profilograph traces.

**Confusion Hill Realignment Project [CIP Segmental Bridge], Mendocino County, CA** Dan was responsible as the Area Manager on this project, where his personal responsibilities included but not limited to: Providing oversight of interpretation of contract plans and specs, and monitoring compliance thereof. Dan ensured that project records were maintained in accordance with Caltrans policies and procedures and provided assistance in resolving project problems, issues and claims resolution. Dan also provided effective supervision and moral support to personnel for effective delivery of the project.

The structures portion of this project entailed the construction of a \$49 Million three-span, cast-in-place, post-tensioned box girder bridge across the South Fork Eel River (picture above); a three-span, cast-in-place, balanced cantilever segmental bridge; and two tied-back retaining walls. Foundation work oversight involved cast-in-drilled-hole concrete piles, mined shafts, and spread footing construction.

During construction of the post tensioned box girder bridge, Dan took the initiative to work with Structure Design to alter the design of the slant-leg columns longitudinal reinforcement and reduce rebar congestion facilitating construction.

When a differing site condition was encountered at an abutment on this project, Dan performed quantity calculations on the redesigned abutment, including revised CIDH pile lengths, concrete, rebar, excavation, and backfill quantities to facilitate delivery as Structure Design was unable to deliver this effort to meet the project schedule.

**Ten-Mile Bridge Replacement Project, Fort Bragg, Mendocino County, CA** Dan was responsible as the Area Manager on this project, where his personal responsibilities included but not limited to: Providing interpretation of contract plans and specs and monitoring compliance thereof. Dan ensured that the project records were kept in accordance with Caltrans policies and procedures, provided assistance in mass concrete implementation and in resolving project problems, issues and claims resolution. Dan assisted in ensuring that environmental laws and permits are observed, prepared performance evaluations and provided supervision and moral support to personnel for effective delivery of the project.

This \$37 M Ten-Mile Bridge Replacement Project involved the construction of a new bridge in a new alignment and the demolition of the existing bridge once the replacement structure has been placed in service. The new structure is an 8-span, 1,702-foot long CIP pre-stressed box girder bridge built on an environmentally sensitive river bearing the project's name. Foundation work oversight involved concrete in steel shell driven to specified tip. Extensive acoustic monitoring was employed to ensure protection of three listed species of fish (Chinook salmon, steelhead, tidewater goby).

**Hardscrabble Creek Bridge Replacement Project, Hwy 199, Del Norte County, CA** Dan was responsible as the Area Construction Manager on this project, which was an Accelerated Bridge Construction project, where his personal responsibilities included but not limited to: Providing interpretation of contract plans and specs and monitoring compliance thereof. Dan ensured that the project records were kept in accordance with Caltrans policies and procedures, and provided assistance in resolving project problems, issues and claims resolution. Dan assisted in ensuring that environmental laws and permit requirements were adhered to. Dan prepared performance evaluations, providing supervision and moral support to personnel for effective delivery of the project.

The \$1.3 M Hardscrabble Creek Bridge was a 154-foot single span CIP pre-stressed concrete box girder bridge constructed in an accelerated technique using "Build and Slide" strategy. The work involved casting the new superstructure on temporary abutments, diverting traffic onto the new superstructure while the old bridge was demolished and the new abutments were being constructed. Once the new abutments were completed, the highway was closed for 6 hours and the new superstructure was then slid into place, onto the new abutments.

**Coon Creek Bridge Replacement Project, Hwy 169, Humboldt County, CA** Assigned as Resident Engineer and Structure Representative on this 900 ft long reinforced box girder bridge, a 200 ft long tieback wall with CIDH soldier piles, and approaches. This bridge was complicated as it crossed a deep gorge with two level falsework and was on a 300 ft radius with a 9% cross slope.

**Scotts Creek Bridge Replacement Project, Hwy 20, Lake County, CA** Assigned as Resident Engineer and Structure Representative on a 5-span cast-in-place post tensioned box girder bridge constructed in two stages, along with the approaches. On this project Dan took the initiative to accelerate the closure pour between stage one and stage two bridges by monitoring the settlement of both stages and writing a Contract Change Order to allow an early closure pour.

**70/99 I/C, Cross Canal Bridge, & Howsley Rd UC, Hwy 99 & 70, Sutter County, CA** Dan assumed the Structure Representative responsibility for the completion of this project when remaining work including a cast-in-place post tensioned voided slab bridge and a pump station. During construction, the existing piles at Cross Canal Bridge were undermined and the bridge settled 3 inches. Dan designed a strong back support system, and then monitored jacking this bridge back to profile and Dan designed a new foundation for the effected bents.

**Mokeleumne River Bridge Widening Project, Hwy 99, San Juan County, CA** Dan was responsible on this project as the designated project Structure Representative. This project included connecting the existing piers and footings with new piers and footings. One challenge that developed was that the tremie seal from the existing footings interfered with the cofferdams for the new work. Dan facilitated a design change to separate the new and existing sufficiently to allow placement of the cofferdam. Dan implemented procedural changes to the Caltrans Bridge Construction Records & Procedures Manual to ensue future as-built plans would reflect tremie concrete left in place.

#### Additional Relevant Experience

Dan served as the Caltrans Office of Structure Construction Safety Liaison on the AGC-Caltrans Safety Committee, Structure Construction CCO desk reviewing all Structure Construction related change orders statewide for uniformity and trends that might require specification or policy changes, structure type selection and strategy meetings, and other Caltrans-Structure committees, including Segmental Bridge, Loads, and Coatings, authored the OSC Shotcrete Inspectors' Guide and represented Caltrans on the ARTBA-AGC Task Force that developed guidelines for shotcrete use on structures to be used by inspectors as well as specification review & development, this effort resulted in publication of the AASHTO Inspector's Guide for Structure Repairs of Bridges. Dan developed the criteria and wrote the Caltrans response to an FHWA OIG inquiry into the use of shotcrete during the earthquake retrofit projects in the 1990's.

As the Structure Construction Area Manager in the North Region from to 2000 to 2011, Dan was actively engaged within the Caltrans Environmental Academy, personally initiating and implementing SWPPP training specifically directed at Office of Structure Construction staff needs within remote Northern California Districts 1, 2 and 3.

From 2000 thru 2011, Dan was involved in constructability and environmental permit reviews on structure projects along the north coast in Mendocino, Humboldt, and Del Norte Counties. Agencies involved in permitting these projects included ACOE, CCC, USFWS, NOAA, CFG, Cal Parks, and local agencies and local interests. Projects with navigable waterways which would also include USCG permits and work access via trestle and/or barges anchored temporarily within navigable channels including the Humboldt Bay Seismic Retrofit project, involving structures over 3 navigable waterways and the Noyo River Bridge Replacement project over the entrance to Ft Bragg Harbor including temporary fenders for an 80 high and 100 ft wide clear channel opening during construction. The Noyo River Bridge project also included removal of the existing truss bridge while maintaining the navigable channel opening. The Antlers Bridge Replacement project on I-5 across the Sacramento River finger of Lake Shasta also involved constructability review, VA study with industry, foundation contractor outreach, environmental permits review/comment and navigable channel restrictions as well as public access restrictions durina construction from baraes and trestles.

Dan's constructability reviews from 2000 thru 2011 including scheduling, access, and environmental permit review for the Greenwood Creek Bridge (01-Men-1), 10 Mile River Bridge (01-Men-1), Confusion Hill By-Pass (01-Men-101), Van Duzen River Bridge (01-Hum-101), and the Mad River Bridge (01-Hum101). The Confusion Hill By-Pass, the Antlers Bridge Replacement, and the proposed Lake Britton Bridge (02-Sha-89) were scheduled, planned, and permitted as cast-in-place cantilever segmental construction. The foundations for these structures were deep and complex.

Dan was on the team that developed the format of the initial Caltrans-Structure Construction and the Bridge Construction Industry Bridge Forum...an opportunity for the Bridge Construction Industry and Caltrans management to meet and discuss issues and Dan was involved annually in the Bridge Forum. Dan also participated in annual seminars on bridge coatings issues between Caltrans and the Bridge Coatings Industry.

Dan was involved on the VA studies at the Confusion Hill By-Pass project, the Antlers Bridge on I-5 across the Sacramento River finger of Lake Shasta, and the Hopland By-Pass project on US 101 in southern Mendocino County.

Dan spent 1 year as the Executive Engineering Assistant to the Chief, Division of Engineering Services at Caltrans, exposed to upper level issues and problem solving, gained a much larger view of Caltrans and Caltrans' partners, and their roles in serving the traveling public.

Dan was involved in numerous DRB's as a representative of the owner and is a current member of the Dispute Review Board Foundation (DRBF) and is on the Caltrans list of eligible Dispute Resolution Board (DRB) members. Currently Dan is a DRB member on three Caltrans construction contracts.