City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: *Dennis Gathard*		
Board/Commission Name: *Levy to Move Seattle Oversight Committee (*Ordinance 124796, §9)		**Position Title:** *Position No. 6 (and licensed engineer)*
☒ **Appointment** ***OR*** ☐ **Reappointment**	**Council Confirmation required?** ☒ Yes ☐ No	
Appointing Authority: ☒ Council ☐ Mayor ☐ Other: *Fill in appointing authority*	**Term of Position: *** 1/1/2020 **to** 12/31/2023 ☐ *Serving remaining term of a vacant position*	
Neighborhood: Fremont	***Zip code:*** *98107*	**Contact Phone No.*:*** [redacted]

Background:

Ordinance 12496, Section 9, provides: "The Oversight Committee shall consist of 16 members: a City Council member (the Chair of the City Council's Transportation Committee or its successor committee with responsibility for transportation); the City Budget Director; one representative each chosen by and from among the respective members of the Seattle Pedestrian Advisory Board, Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, and Seattle Freight Board; five Seattle residents appointed by the City Council, **including a licensed engineer with bridge and structures experience**; and five Seattle residents appointed by the Mayor and subject to confirmation by the City Council" (emphasis added). This appointee fulfills the requirement for the "licensed engineer with bridge and structures experience.

Mr. Gathard is a licensed civil and structural engineer (WA #19384). He has worked on a variety of project types conducting civil, structural, and hydraulic engineering, environmental studies, and permitting for over 35 years. He has acted in the role of lead design engineer, lead structural engineer, project engineer, project manager, and principal for 28 of those years. Gathard has acted as Project Manager/Engineer for design contracts with the Washington State Department of Transportation and the Seattle Department of Transportation designing new bridges and bridge repairs. His experience also includes over four years of construction management for bridge and elevated transportation construction projects in the U.S. and Canada. Mr. Gathard has expertise in concrete design and construction, and was an instructor for prestressed concrete design at the University of Washington.

Authorizing Signature (original signature):  **Date Signed (appointed):** January 5, 2021	**Appointing Signatory:** *Councilmember Alex Pedersen*

**Term begin and end date is fixed and tied to the position and not appointment date.*

Dennis Gathard, P.E., S.E.

Education	**Professional Registrations**
University of Illinois - BS Aeronautical Engineering, 1971	Civil and Structural Engineering
University of Illinois - MS Civil/Structural Engineering, 1976	WA #19384 CA #C 60750

Dennis Gathard is a licensed civil and structural engineer in the states of Washington and California. Mr. Gathard has worked on a variety of project types conducting civil, structural, and hydraulic engineering, environmental studies, and permitting for over 35 years. He has acted in the role of lead design engineer, lead structural engineer, project engineer, project manager, and principal for 28 of those years. He has acted as a sole proprietorship consultant since 1996. His primary areas of expertise are civil, hydraulic, and structural engineering. He has also been actively involved in environmental restoration projects including dam removal, sediment analysis, water quality analysis, and river restoration.

In 1989 Mr. Gathard began investigations that led to the decision to remove two dams and restoration of the Elwha River in western Washington State. Since that time he has been involved in numerous dam removal projects including Edwards Dam on the Kennebec River in Maine; Milltown Dam on the Black Foot and Clark Fork Rivers in Montana; Condit Dam on the White Salmon River in southern Washington state; four dams on the Klamath River in California; and numerous other dam removal and river restoration projects throughout the United States. He was a member of the American Society of Civil Engineers Task Committee on Guidelines for Retirement of Dams and Hydroelectric Facilities, which produced the first set of specifications for dam removal, entitled ***Guidelines for Retirement of Dams and Hydroelectric Facilities***.

Dennis Gathard also has over 10 years experience in water front structure design and construction management. He was Project Manager for the upgrade and repairs of several terminal facilities for the Port of Seattle including the repairs of seawalls at Piers 90 and 91. Mr. Gathard has special expertise in concrete design and construction, and was an instructor for prestressed concrete design at the University of Washington. Prior to graduate studies in Civil Engineering, Mr. Gathard was a plant construction engineer for a large soy processing plant in Illinois for three years and a union carpenter for one year.

He has also acted as Project Manager/Engineer for the design contracts with the Washington State Department of Transportation and the Seattle Department of Transportation designing new bridges and bridge repairs. His experience also includes over four years of construction management for bridge and elevated transportation construction projects in the U.S. and Canada. Mr. Gathard has expertise in concrete design and construction, and was an instructor for prestressed concrete design at the University of Washington.

Major consulting engineering firms Mr. Gathard has worked for include Parsons Brinckerhoff, Berger ABAM, Sverdrup, and Summit Technology.

Brief Overview of Sediment Testing, River Restoration, and Dam Removal Project Work:

- Wrote *Klamath River Dam and Sediment Investigation* report. Dam removal plan was submitted to FERC in November 2006. Conducted sediment volume, grain size, and chemical analysis of sediment trapped behind Iron Gate, Copco 1, and J.C. Boyle dams on the **Klamath River** in northern California.
- Has worked on removal of Elwha River Dams since 1989. Wrote the *Report to Congress* used in EIS for dam removal and river restoration plans. Investigated plan to place sediment on upper river banks along Elwha River. Wrote sediment testing plan and conducted sediment volume and grain size characterization, sediment transport, groundwater withdrawal, and fisheries facilities analysis and design for the **Glines Canyon and Elwha** dams near Port Angeles, WA. Continues to act as technical oversight for Lower Elwha Klallam Tribe.
- Conducted all engineering task from initial conception to EIS phase through final design for the Condit Dam Removal Project including dam removal, sediment volume and grain size analysis, sediment transport analysis, mercury contamination and water analysis, and suspended sediment analysis of for **Condit Dam** in Bignen, WA. Project began in 1998 and continues to act as technical consultant to PacifiCorp for dam removal.
- Developed dam removal concepts used in the removal of Milltown Dam near Missoula, MT. Conducted dam safety investigation that led to dam removal decision for **Milltown Dam** near Missoula, MT. Acted as Missoula County's consultant for technical over sight for sediment removal and river restoration activities. Sediment was removed from the reservoir and stored either on site or at a remote upland location for this project.
- Developed sediment testing, characterization, and dredging plan for Lafarge Cement, Seattle Plant, in 2009.
- Developed initial concepts for removal of San Clemente Dam which involved on site relocation of reservoir sediment, water quality mitigation approaches, and fish passage alternatives for **San Clemente Dam** near Carmel, CA.
- Review of sediment characterization, water quality protection, sediment transport, and structural analysis for **Matilija Dam** near Ventura, CA.
- Conducted removal analysis on **Edwards Dam** in Augusta, ME. Developed dam removal approach and costs for removal. Cost analysis was within 5% of actual costs.
- Developed the preliminary design for dam removal and sediment stabilization techniques for removal of **Goldsborough Dam** near Shelton, WA. The project required routing Goldsborough Creek through the sediment deposited behind the dam.
- Flood protection and structural analysis of **Jackson Dam** in Hardwick, VT
- Conducted review of Corps of Engineers approaches to remove four dams (I**ce Harbor, Little Goose, Lower Monumental, and Lower Granite**) on the lower Snake River in Washington State for the Columbia River Inter Tribal Fisheries Council.
- Review of removal for Soda Springs Project in southern Oregon for Pacificorp.
- Review of plans for upgrade of PG&E facilities on **Battle Creek** near Red Bluff, CA

- Analyzed power production requirements for **Peterson Dam,** in central Vermont, and developed removal approaches.
- Turbine passage survival study for all of the dams on the **Columbia and Snake** Rivers.
- Developed sediment volume characterization and dam removal techniques for removing the Big Bend Dam on the Feather River in northern California.
- Conducted structural design for passage facilities for downstream migrants at **Bonneville Dam** on the Columbia River.

Skokomish River Bridge Removal and Bank Stabilization – Seattle City Light Mr. Gathard was project engineer for the removal of Forest Service bridge and stabilization of river banks. The project involved stabilizing a bridge abutment and river bank during an aggressive degradation of the river during spring flow.

Milltown Dam Removal – Missoula County Health Department Mr. Gathard reviewed the FERC part 12 report for the Milltown Dam for the City/County of Missoula, MT. His analysis was involved in the final decision to remove the Milltown Dam. This dam has been removed and river restoration has begun. He has acted as technical consultant reviewing sediment transport, construction plans, environmental review documents, and numerous other aspects of this river reconstruction project for the county since 1999.

San Clemente Dam Removal Project – California State Coastal Conservancy
Mr. Gathard proposed several structural removal approaches and reviewed sediment removal and fish passage alternatives for San Clemente Dam EIS analysis. Project is located near Carmel, CA

San Clemente Dam Removal Project – California State Coastal Conservancy Investigated water quality protection, sediment transport, and structural analysis for **Matilija Dam** near Ventura, CA

Klamath River Dam Removal Investigation Project – California State Coastal Conservancy
Mr. Gathard conducted a feasibility study of removing four dams on the Klamath River in OR and CA. The focus of the study was sediment testing and stabilization. This study also provided construction methodologies, water quality impact analysis, construction cost, and construction schedules for the removal and mitigation work required. The report was submitted to FERC in November 2006.

Review of Corps of Engineers approaches to removal of four dams (Ice Harbor, Little Goose, Lower Monumental, and Lower Granite) – Columbia River Inter Tribal Fisheries Council
Acted as technical consultant for dam removal analysis by the Corps of Engineers.

Elwha River Restoration Project – Lower Elwha Klallam Tribe – The Elwha dam removal investigation began in 1989. This project is expected to be finished in 2112. Developed the *Report to Congress*, Environmental Impact Statement, and River Restoration Implementation of Elwha River Restoration Project for Lower Elwha Klallam Tribe. The project developed into investigation of means of removing the two dams on the river to restore native fishing rights, provide better flood protection, develop new sanitary sewage systems for the tribe, provide new water supplies for tribal domestic and fish hatchery uses, and provide domestic and industrial water diversion and supply facilities for the City of Port Angeles. Technical aspects of the project include reviews of dam safety for both dams, development of basin hydrology, design of hydraulic structures, flood analysis and levee design, sediment transport analysis, beach protection design, and dam project operations analysis.

Flooding and Beach Erosion Mitigation Alternatives Analysis - Lower Elwha Klallam Reservation Lower Elwha Klallam Tribe Principal and Project Manager for investigation of flooding impacts and feasibility study of flood and beach erosion mitigation options for Tribe. Project involved analysis of dam operations, river hydrology, river morphology analysis, sediment transport analysis, groundwater investigations, and domestic water supply analysis.

Condit Dam Removal Investigation - Pacificorp - Conducted sediment removal analysis. PacifiCorp is currently in the process of removal of this 97 year old 100 foot high concrete dam on the White Salmon River in Washington State. Mr. Gathard was responsible for analysis of sediment removal techniques and river impacts of dam removal. He has also developed mitigation alternatives for downstream impacts to water users for the *US Bureau of Indian Affairs* and related Tribes. Mr. Gathard has also been involved in structural evaluation of the dam removal techniques.

Edwards Dam Removal Investigation Mr. Gathard was Project Manager for alternatives analysis of removal techniques or fisheries by-pass for this timber crib and concrete dam. This 850-foot-long, 24-foot-high, timber-and-crib dam, located in Augusta, Maine was removed in 1999 using the methods and for the cost outlined in the report we produced this project. In response part of the FERC Draft Environmental Impact Statement for the Kennebec River Basin, we developed a dam removal analysis report for the Kennebec Coalition that provided a method to remove the dam.

Goldsborough Dam Removal Investigation - Simpson Timber Company Project Manager for investigation of removal and by-pass alternatives for a small hydroelectric dam constructed on Goldsborough Creek in Mason County, Washington in 1921. Mr. Gathard was project manager and engineer for alternatives analysis studies including fish by-pass (ladders) alternatives and removal alternatives. Tasks included techniques for diversion of the stream, fish ladder design, studies of dam removal, and analysis of sediment impacts from removal. The project is currently in the permitting phase of development.

Peterson Dam Investigation – Trout Unlimited GEC investigated power production capacity, and river restoration for the Peterson Dam, approximately 350 foot-long, 55-foot-high, concrete dam, located near Burlington, VT. Peterson Dam is one of four dams included in the Lamoille Project, Federal Energy Regulatory Commission (FERC) License Number 2205 owned by Central Vermont Public Service Corporation (CVPS). Peterson dam is the first dam upstream of the mouth of the Lamoille River at Lake Champlain. GEC provided engineering and economic analysis of removal options and environmental and economic impacts.

Holter Dam Flashboard Replacement Feasibility Study – Trout Unlimited GEC investigated several approaches for flashboard removal and replacement for this 82 year old FERC regulated straight concrete gravity structure located near the head waters of the Missouri river about 43 miles north of Helena Montana, Holter Dam captures water from a drainage area for the dam is 17,150 square miles. Engineering tasks involved development of natural river flows, power production capacity analysis, spillway hydraulic analysis, structural analysis and design of floating cofferdam structures, cost analysis, and dam structure analysis. GEC provided several alternative approaches to reservoir drawdown proposed by the dam owners. Reservoir drawdown would result in fish population reductions, economic impact to surrounding communities, and recreation losses.

Bonneville Dam 1st and 2nd Powerhouses; Conceptual Layouts for Construction of Juvenile Fish Monitoring Facilities - National Marine Fisheries Service Provided conceptual drawings with opinion of costs for collection and monitoring of downstream migrating salmonids from the powerhouse bypasses. Also made recommendation and developed preliminary design for the preferred alternatives at each dam.

Bonneville Dam 1st and 2nd Powerhouses Juvenile Fish Monitoring Facilities - National Marine Fisheries Service Project engineer responsible for assisting in the study of juvenile fish monitoring facilities. The study was conducted to assess concepts and feasibility of constructing juvenile fish monitoring facilities at both 1st and 2nd Powerhouses. Several alternatives were developed for each. A preferred alternative was selected and developed for consideration. The study estimated construction cost to be approximately $10 million, not including visitor facilities.

Deschutes River Juvenile Rearing Facilities Study - Washington State Department of Fish & Wildlife Project Manager responsible for conducting analysis of several streams along the Deschutes River for potential location of rearing facilities construction sites. Project involved hydrological analysis of streams and river, natural spawning and rearing habitat evaluation, site location studies, water quality studies, and constructibility studies. Issues involved siting the facility for best water use, access, reliability and utility accessibility.

Toutle River Hatchery Feasibility Study - Washington State Department of Fisheries Project manager for study involving a complete hatchery siting and redevelopment of a partially abandoned Chinook and Coho hatchery. The hatchery feasibility study included extensive river hydrology, water intake, and transportation design.

NOAA Montlake Facility Environmental Site Assessment - Conducted study to determine the source and extent of a petroleum product discharged onto Lake Washington's Portage Bay. Based on the investigation, a report was prepared describing extent of contamination caused by a leaking bunker oil fuel supply line. Proposed methods of clean-up, and periodic sampling and monitoring were also presented.

Salmonid Enumeration Facility - Lower Elwha Klallam Tribe Project Manager responsible for conducting facility design and hydraulic analysis of several streams along western Straight of Juan de Fuca for potential location of enumeration facilities construction sites. Project involved hydrological analysis of streams and rivers, natural spawning and rearing habitat evaluation, site location studies, fish passage structures design, water quality studies, and utilities access and constructibility studies. Issues involved siting the facility for best site access, least cost structure design, water use, and reliability and utility accessibility.

Owl Creek Rearing Station Study - HOH Native American Tribe Project Engineer responsible for the design of four 100-foot long raceways, river intake structure, 1200 lf of 24-inch diameter pipeline, fishway, pollution abatement pond and associated buildings.

Wishkah Hatchery Expansion - Washington State Department of Fisheries - Project Engineer responsible for conducting a study and submitting recommendations for the expansion of the existing hatchery. As a result of the study, the existing hatchery was modified to facilitate Chinook salmon and steelhead trout in an incubation capacity. This project provided operation and maintenance instructions to the hatchery staff.

John's Creek Hatchery - Washington State Department of Fish & Wildlife Project Manager responsible for site work and piping required to modify the Hatchery water intake system piping, equipment building and electrical grid necessary to disinfect the water supply. The facility required installation of new piping, valves, controls and safe operating electrical systems. At John's Creek Hatchery "salmon poisoning disease" (Nanophyetus salmincola) infestation called for the installation of an electric grid for control of a water borne parasite.

Dissolved Gas Abatement Study Phase II- U.S. Army Corps of Engineers, Walla Walla District Project Engineer responsible for preliminary design and analysis of deeply submerged passageway alternative for fish passage at John Day and Ice Harbor dams. Project involved creating large diameter low level outlets for fish passage to reduce dissolved gas levels. Design involved structural, hydraulic, cost, schedule, and construction analysis to create openings in existing structures.

Design of Juvenile Bypass Facilities at The Dalles Lock & Dam - U.S. Army Corps of Engineers, Portland District Project Structural Engineer assisting with the development of studies, plans, specifications and cost estimates relating to flume design to improve passage of juvenile fish. The system under design will intercept downstream migrant juvenile fish from the turbine intakes and divert them to a collection channel. The migrant fish and water will pass through a dewatering facility and then be transported by flume across the spillway. They will continue downstream to the juvenile evaluation facilities and then into the Columbia River. The project includes architecture, and hydraulic engineering, as well as civil, structural, mechanical and electrical engineering.

IDTC, Hydraulic Engineering Design Services, Delivery Order No. 4 - Turbine Passage Study - U.S. Army Corps of Engineers, Portland District Project Manager responsible for conducting a baseline turbine study which involved working with agency engineers and biologists in collecting as-built plans and operating information regarding flow range, head efficiency, intake, wheel case, draft tube and water passage characteristics of the turbine unit to the passage survival of juvenile fish. The work was conducted with professor emeritus, Milo Bell. The following dams have been evaluated: Bonneville Powerhouse I and II, The Dalles Dam, John Day Dam, McNary Dam, Ice Harbor, Priest Rapids, and Big Cliff.

West Seattle Bridge -City of Seattle
Mr. Gathard was senior structural design engineer for prestressed concrete main span and concrete approach spans of the West Seattle Bridge. He later became project engineer for Moseman Construction for the construction of the east interchange approach to the bridge.

Emerson Street Viaduct Seismic Retrofit - Seattle Engineering Department
Project Manager responsible for conducting full seismic retrofit of a 12-span "lifeline" viaduct. Project included seismic and cost analysis of alternate methods for upgrading the bridge to withstand a seismic event. Comparison of ATC-6 "stiff" and newly developed "flexible" approaches to retrofit were presented, allowing for a much less costly retrofit.

South Fork Tolt River Bridge - Seattle City Light
Project Manager responsible for the design of a single span 225 foot steel inverted bowstring truss bridge. The bridge was designed to carry wind, snow, and earthquake loads, in addition to loads from a 66-inch diameter penstock for downstream power turbines. Bridge supports utilize grouted post-tensioned high strength bars to resist seismic loading

Seismic Retrofit Projects. - Washington State Department of Transportation (WSDOT)
Project Manager for seismic retrofits of 21 bridges located on I-90 Seattle, I-5 Central Seattle, and SR2 in Everett. This design project was accomplished in three construction projects at a cost of approximately $3,500,000. It is the first level of effort in providing restraint for lateral loads imposed due to a seismic event. Follow-on efforts will provide additional lateral strengthening. Work included dynamic analysis, design, and contract document preparation. Mr. Gathard managed a team of 8 engineers and drafters to.

Seismic Retrofit Projects. City of Seattle
Project Manager for the preliminary design of seismic retrofit of 17 bridges in Seattle. Project included reviewing bridge retrofit options, preparing preliminary designs and cost estimates.

.

Middle Noocksak River Bridge - Seattle City Light
Project Manager responsible for emergency repair of prestressed concrete logging bridge located on the South Fork Noocksack River. High flows in 1995 water year caused extensive erosion beneath the footing of the north bridge abutment. Repair solutions included jacking and installation of sheet piles and concrete. Project involved hydrological analysis of the river, natural spawning and rearing habitat evaluation, Structural analysis and design of bridge foundation repairs, water quality studies, and constructibility studies.

Petty's Island Access Bridge - Citgo Petroleum
$2.5 million bridge widening project including an existing one-quarter mile long bridge constructed with prestressed box girders on prestressed concrete piles. The project included demolition of a 1250-foot long railroad bridge with a 100' bascule span**.**

Little White Salmon Bridge - SR14- WSDOT
Mr. Gathard was Project manager leading a design team of three structural engineers and two technicians for the design of a three span steel girder replacement bridge over the Little White Salmon River in southern Washington State. The project also included removal of the existing steel structure and construction of a 30 foot high concrete tied back retaining wall.

Parking Garage - Seattle Center
Project Manager for structural preparation of condition report and design of seismic retrofit for 30-year-old pre-cast concrete parking structure. Report included condition survey and recommendations for structural upgrade.

Access Bridges at Jacksonville, FL, Mobile, AL, Lake Charles, LA, Petty Island, NJ -
Project engineer responsible for load rating of facilities used for loading tri-level barges.

Bridge Seismic Retrofit Program, Phase II Needs Assessment Study - Seattle Engineering Department
Project Manager for assessment of seismic vulnerability of 17 significant bridges in the City of Seattle. The project is divided into two parts, ten bridges constructed prior to 1936 and seven bridges constructed after. The bridges vary in structural complexity from simple spans to large concrete arch structures of architectural significance.

Bull Frog Road Bridge over Cle Elum River - Kittitas County Department of Public Works
Analyzed and load rated existing bridge, retaining walls and abutments for this 3 span, 200' long steel bridge. Also prepared analysis programs for future special loadings for County.

Concrete Loading Ramp Rehabilitation - Crowley Transportation Services
Mr. Gathard acted as Project Manager for the condition survey and rehabilitation design of this two level 300 foot long concrete tractor trailer loading ramp structure. The project involved providing an initial condition survey, analysis, recommendations and cost estimates followed by a rehabilitation design including design of temporary traffic access ramp, traffic rerouting, moisture protection overlay, concrete repair, and construction phasing.

San Juan Terminal Access Bridge -
Project engineer for redesign of access bridge. Project required analyzing and redesign existing bridge decks which demonstrated poor service. Analysis resulted in bridge deck reconstruction.

Cooper River Bridge - Plum Creek Timber Company
Project manager of an engineering effort to maintain traffic on a U.S. Forest Service bridge impacted by 1990 winter floods. The study and design required significant analysis of the existing structure and field investigation.

Access Bridge, Mobile, AL
Project engineer for design of structural steel truck loading bridge, approximately 300 foot long.

Sutro-Kirman Bridge Over Truckee River
Designed 20' high abutments and retaining walls for this 210' - 2 span bridge using AASHTO Guidelines.

Pacific Terminal Limited Concrete Apron - Crowley Maritime
Analyzed existing prestressed concrete apron for special crane loadings. Apron is constructed of prestressed concrete planks supported on prestressed concrete piles. Produced computer program allowing crane loads to be analyzed for any crane orientation.

Structural Design Criteria - Government of Ontario Advanced Light Rapid Transit System (GO ALRT) - Ontario, Canada
Dennis was Project Engineer for the development of structural portion of the *Design Criteria* for the development of the light rail system for the Government of Ontario. The design criteria included design guidelines for elevated and at grade elements of the system including analysis and design criteria for rail-structure interaction forces.

Skytrain Transit System - Vancouver, B.C.
Senior designer for design and construction of approximately 13 miles of at grade and elevated dual track guideway for numerous stations. System designed to handle approximately 25,000 people per hour, maximum.

Central Automated Transit System - Detroit, MI
Project Engineer for three miles of elevated guideway developed for UTDC, Toronto. Work included field inspection and construction of box beams. Project included 173 bridge beams - all prestressed, precast in concrete, curved box beams.

Los Colinas People Mover - Irving TX
Mr. Gathard was Project Engineer for the development and upgrade of the prestressed concrete channel section, which carries an elevated people mover for the planned community of Los Colinas. Project included design and construction management for the aerial system.

MATRA Transport System, Lille, France - MATRA SA
Mr. Gathard wrote the design criteria and acted as design engineer for the team, which prepared a cost-feasibility-alternatives analysis for the design, of Lille's elevated transport system. The project involved development of design criteria, design and preparation of contract documents for elevated precast concrete beams used as the system guideway.

Work also included design of columns and affected utilities.

Access Bridges at Jacksonville, FL, Mobile, AL, Lake Charles, LA, Petty Island, NJ -
Project engineer responsible for load rating of facilities used for loading tri-level barges.

SR547 Retaining Wall - Washington State Department of Transportation
Project Manager responsible for overseeing the replacement of this 200 foot long tied retaining wall. This project involved the construction of a new wall along the highway while maintaining traffic.

PAPERS

Gathard, D. R. *Engineering Techniques for Condit Dam Removal*
American Society of Civil Engineers, ASCE July 19-22, 2005, Williamsburg, VA

Peter Nielsen, M.S., R.S Dennis Gathard, P.E., *Issues contributing to the decision to remove the Milltown Dam,* US Dams Conference, April 2004

Guerre J., Gathard, D.R., *Implications of Continuously Welded Rail Structure Design and Construction*, American Passenger Transit Association, Rapid Transit Conference, Design, Atlanta GE, June 1985.

Concrete Loading Ramp Rehabilitation - Crowley Transportation Services Mr. Gathard acted as Project Manager for the condition survey and rehabilitation design of this two level 300 foot long concrete tractor trailer loading ramp structure. Proximity to saltwater environment and poor construction practices caused structural failure of this relatively newly constructed ramp. Conditions required that this facility operate continuously during repairs and new construction. The project involved providing an initial condition survey, analysis, recommendations and cost estimates. This was followed by a rehabilitation design including design of temporary traffic access ramp, traffic rerouting, moisture protection overlay, concrete repair, and construction phasing.

Dock Construction - Covich & Williams
This 258 feet long dock was constructed from hollow core prestressed precast concrete panels. The panels are structurally composite with a topping slab. A concrete apron at the beginning of the pier was integrated with an existing wood apron. Construction included fuel lines, fire protection and shore power.

Dock Analysis - Crowley Marine Services Project involved inspection of existing timber pile bulkhead and analysis for large crane loads. Initial phase involved a condition survey of dock. Analysis provided determined effects of 500,000 pound crane loads on dock and bulkhead.

Indefinite Quantity Contracts - U.S. Navy, EFA NW Project Civil Engineering Manager responsible for providing civil engineering services for eight delivery orders at Subbase Bangor and supported commands under this IQ contract. These projects included a sanitary sewer study, civil design for a retention facility, KB Dock dredging at Bangor, and design of an oily bilge water separator facility at Keyport.

KB Dock Dredging - U.S. Navy, EFA NW
Mr. Gathard was project engineer responsible for developing a Puget Sound Dredged Disposal Analysis (PSDDA) sampling plan and implement the plan with the required sampling and testing. A hydro-survey of the areas was provided. The project also includes AutoCAD generated engineering drawings, specifications (SPECSINTACT) and cost estimating.

Indefinite Quantity Contracts - U.S. Navy, EFA NW Project Civil Engineering Manager responsible for providing civil engineering services for eight delivery orders at Subbase Bangor and supported commands under this IQ contract. These projects included a sanitary sewer study, civil design for a retention facility, KB Dock dredging at Bangor, and design of an oily bilge water separator facility at Keyport.

Pier 17 Maintenance Project - Port of Seattle
Project engineer for study and design involving development of reconstruction alternatives to 500 feet of storm damaged bulkhead at Pier 17. The study provided design criteria, construction cost estimates for recommended repair option, and discussions of existing conditions and required shore protection. Follow-on engineering services included design and construction support.

Piers 90 and 91 Redevelopment - Port of Seattle
Project Manager responsible for the inspection and subsequent repair design for approximately 200,000 sf of timber apron at Pier 90. In addition, responsible for repair design of approximately 10,000 lineal feet of seawall for Piers 90 and 91. Project also included an inspection of the fire protection and waste water utilities for the piers, including repair design. Timber pile rehabilitation was required including pile replacement and pile wrapping. Pier substructure rehabilitation included member and deck replacement. Some pier areas were given large wheel load ratings by including cast-in-place concrete slab.

Terminals 25, 105, 115 - Port of Seattle
Project engineer for repair of 75 prestressed concrete piles. Design included alternative replacement and repair designs. Both designs allowed for continued use of aprons by tenant.

Levy to Move Seattle Oversight Committee

16 Members: Pursuant to *Ordinance 124796, 10* members subject to City Council confirmation, *4*-year terms:

- *5* City Council-appointed
- *5* Mayor-appointed
- *#* Other Appointing Authority-appointed (specify): 4 modal advisory board representatives appointed by respective modal advisory boards; City Council Transportation Committee Chair; City Budget Director

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
	F	3	1.	Member	Rachel Ben-Shmuel	1/1/20	12/31/23	2	Mayor
6	F	7	2.	Member	Hester Serebrin	1/1/16	12/31/22	2	Mayor
	M	6	3.	Co-Chair	Ron Posthuma	1/1/18	12/31/21	1	Mayor
6	M	4	4.	Member	Samuel Ferrara	1/1/19	12/31/22	1	Mayor
6	F	3	5.	Member	Lisa Bogardus	1/1/20	12/31/23	1	Mayor
6	M	6	6.	Member	Dennis Gathard	1/1/20	12/31/23	1	Council
	F	5	7.	Member	Vicky Clarke	1/1/19	12/31/22	1	Council
6	F	4	8.	Member	Inga Manskopf	1/1/20	12/31/23	1	Council
	M	1	9.	Member	Joe Laubach	1/1/19	12/31/22	2	Council
	M	2	10.	Member	Kevin Werner	1/1/18	12/31/21	1	Council
	M	2	11.	Bike Advisory Board Member	Patrick Taylor	9/1/20	8/31/22	1	SBAB
			12.	Pedestrian Advisory Board Member	David Seater	4/1/19	3/31/21	2	SPAB
	M		13.	Freight Advisory Board Member	Todd Biesold	6/1/18	5/31/19	1	SFAB
	F	2	14.	Transit Advisory Board Member	Jen Malley-Crawford	8/3/19	8/2/21	1	STAB
	M	6	15.	Councilmember	Alex Pedersen	n/a	n/a		
	M		16.	Budget Director	Ben Noble	n/a	n/a		

SELF-IDENTIFIED DIVERSITY CHART

	(1) Male	(2) Female	(3) Transgender	(4) NB/ O/ U	(5) Asian	(6) Black/ African American	(7) Hispanic/ Latino	(8) American Indian/ Alaska Native	(9) Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor	2	3											
Council	3	2											
Other	5	1											
Total	10	6											

Key:

***D** List the corresponding *Diversity Chart* number (1 through 9)
****G** List *gender*, **M**= Male, **F**= Female, **T**= Transgender, **NB=** Non-Binary **O=** Other **U**= Unknown
RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.