

**DISPUTE RESOLUTION BOARD (DRB) MEMBER /  
DISPUTE RESOLUTION ADVISOR (DRA) RESUME**

CEM-6220 (NEW 05/2019)

**DAVID L. BISHOP**

2155 Cecilia Way

Marysville, CA 95901

(530) 749-8004

davidbishesq@gmail.com

**DATE** 05/27/2019 **CURRENT EMPLOYMENT**  +  - *Please enter your most recent experience first*

Current Job Title Retired

Begin Date: 10/27/2016

Employer Name

Duties/Projects:

 1 + **ONGOING CONSULTING SERVICES** *None* **PAST WORK EXPERIENCE**  +  - *Please enter your most recent experience first*

Job Title Caltrans Attorney IV

Employer Name Caltrans

From: 8/12/2002 To: 10/27/2016

	Duties/Projects	Begin Date	End Date
1	8/12/2002 until my retirement from Caltrans on 10/27/2016: I worked as an attorney for Caltrans. I have also litigated various civil, criminal, and juvenile cases privately. My legal experience at Caltrans has included general contract cases, construction contract cases, contract specification writing, contract review, and in-house legislative analysis. Most of my work has focused on construction litigation. I have successfully defended Caltrans against complex construction claims involving differing site conditions, contractor inefficiency claims, delay damages, disputed extra work billings, plus disputes involving contract, specifications and statutory interpretation. My legal work in construction litigation has provided me with experience in CPM modeling, estimating, project accounting, legal analysis, legal research, legal writing, technical writing, construction claims advocating and claims negotiations.	8/12/2002	10/27/2016
2	North Region Construction, Claims Analyst, Caltrans, Marysville, California I worked as a claims analyst for North Region Construction. During this time, I worked and consulted with numerous Caltrans resident engineers regarding their claims on projects they were administering. I reviewed claims for merit and quantum. I edited claim reports, reviewed extra work bills, CPM charts, contract change orders, helped compile documentation to support or defend against contractor claims. Upon completion of the claim review process, I would provide recommendations to either reject the contractor's claims or make payment recommendations.	1/2/2000	8/11/2002

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3	<p>State Route 70 and Pentz Road in Butte County, Caltrans Marysville, CA, Transportation Engineer Range D.</p> <p>I performed numerous design projects working in District 3 Traffic Design. Most of the traffic design projects were limited in size and developed to reduce the number of collisions within a given area. One notable project was on State Route 70 and Pentz Road in Butte County. I developed a preliminary plan to scope the cost and concept of the project. The project envisioned an extended right turn pocket in the south bound direction with improved delineation and signage. The project goal was to increase the visibility of the right turn from southbound Highway 70 onto Pentz Road. The cost of the right turn pocket was an issue because the additional fill that was being constructed against the existing fill was high. After construction of the project, the accident rate went from an average to one in every three months to no accidents for a year and a half.</p>	1/2/1997	1/2/2000
4	<p>Redwood Forest Geosynthetic Wall, Cushing Creek, CA, Caltrans, Associate Materials and Research Engineer, Roadway Geotechnical Engineering, North</p> <p>After working in roadway design in District 3 for several years, I took a position with Roadway Geotechnical Engineering North located in "Translab" in Sacramento, California. Most of my work involved hillside stability issues along highways in District 1. One half of the highways in District 1 are cut into slopes where a river runs at the base of the slope. Combined with high rainfall amounts, slope stability becomes a problem. I worked on dozens of failing slopes along Highway 1, 20 and 101.</p> <p>Occasionally, I performed design work involving difficult site conditions. One notable location was Cushing Creek. The existing roadway was constructed on a large fill over a "Humboldt Crossing" which consisted of a few redwood trees that were cut down in the bottom of a gully. Eventually, the redwood trees would rot, crush down and let water carry the soil from the fill to wash down stream. The second problem was that Caltrans attempted to limit the loss of old growth redwood trees from the construction of a roadway widening and curve improvement project. Any wall designed to support the wider roadway was required to be flexible and it could not weigh so much that it risked global instability of the slope. Caltrans settled on an experimental light weight fill geosynthetic retaining wall. Project cost restrains required us to used wood chips for the fill material.</p>	1/2/1995	1/2/1997

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5	<p>State Route 70, Sutter County, Caltrans District 3 Design, Marysville, California, Associate Transportation Engineer. I worked on the preliminary design of State Route 70 at the southern border of Sutter County to approximately five miles north. It was a four-lane divided highway that would replace the existing two-lane conventional highway. I prepared a layout created a profile for the roadway, prepared quantities, drainage, and an estimate for the Project Study Report which provides the scope of the proposed project.</p> <p>State Route 65 in the City of Lincoln Rehabilitation Project, Caltrans District 3 Design, Marysville, California, Associate Transportation Engineer. I designed a roadway rehabilitation project for State Route 65 that ran through the City of Lincoln. Caltrans intended to maintain an existing granite curb and gutter while grinding out the existing roadway and reconstructing it. This project also required the removal of truck scale in the state right-of-way. Caltrans discovered it owned a loading dock with a four-foot vertical drop and no railing. Caltrans designed a hand rail around the loading dock that had a removable gate to allow deliveries to the warehouse adjacent to the highway. I subsequently worked on the design team that completed the rest of the rehabilitation project that went through the town. This rehabilitation had some difficult drainage issues as well as some resistance from the local business that would be adversely impacted by the construction of the project.</p> <p>State Route 162, Covelo California, Caltrans District 3 Design, Marysville, California, Associate Transportation Engineer. I designed an emergency roadway reconstruction project on State Route 162 near the town of Covelo, California. A large down-drain failed when the bottom of the corrugated steel pipe eroded out. The water that flowed into the pipe was typically loaded with rocks and boulders causing the pipe to fail. Once water came gushing out of the bottom of the pipe, it eroded the hillside and eventually took out the pipe, roadway and a section of the hill. My design incorporated ½ ton riprap at the base of the eroded hillside to protect the repair work from a river, above the ½ ton riprap where layers of smaller rocks and geotextiles to prevent fines below the pavement from working their way into the layers of riprap. The down drain pipe was designed to be 1/8-inch thick steel with a bitumen interior coating to prevent rock damage during storm events. At the outlet of the down drain the plans required an energy attenuation system to be installed. The down drain was held in place by a pair of piles and cables located near the roadway surface. The plans required that the top of the piles be held in place by cables attached to dead men buried under the reconstructed roadway. To this date, the repair work has been functioning perfectly for many years without any maintenance issues.</p>	1/2/1993	1/2/1995
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**LICENSES**

	License Title	License Number	Issued By	Issue Date	Expiration Date
1	Professional Civil Engineer	C047067	State of California	12/31/2017	12/31/2019
2	Attorney	219584	State Bar of California	12/31/2018	12/31/2019

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**CERTIFICATES** None**EDUCATION**

	Diploma/Degree/Certificate	Course of Study	University/College	Date Completed	Dates Attended (If diploma not awarded)
1	Juris Doctor	Law	Lincoln Law School	6/1/2001	-
2	MSCE	Civil Engineering	Portland State University	2/1/1989	-

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3	BSCE	Civil Engineering	Portland State University	6/1/1987	-
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**DRB/DRA TRAINING ATTENDED**

	Training Title	Training Provider	Date(s) Attended
1	Caltrans Dispute Resolution Board Training	Caltrans and DRBF	10/30/2018 - 10/31/2018

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**PROFESSIONAL AFFILIATIONS** *None***ONGOING ALTERNATIVE DISPUTE RESOLUTION EXPERIENCE** *None***COMPLETED ALTERNATIVE DISPUTE RESOLUTION EXPERIENCE** *None***CERTIFICATION AND ACKNOWLEDGMENT**

- By checking this box, I certify that the information in this form is true and accurate to the best of my knowledge, information, and belief.
- By checking this box, I acknowledge that I will uphold the Dispute Resolution Board Foundation (DRBF) Canons - (1) Disclosure, (2) Conflicts of Interest, (3) Confidentiality, (4) Board Conduct and Communication, and (5) Board Procedures - as described in Section I, "Description of Work," of the DRB or DRA Agreements.
- By checking this box, I understand that either the Department or the Contractor may replace me as described in Section VII, "Replacement of DRB Member," or "Replacement of DRA," including for failure to uphold the DRBF Canons as specifically set forth in Section I, "Description of Work," of the DRB or DRA Agreements, respectively.

**SIGNATURE**

DATE

May 27, 2019