

DEPARTMENT OF TRANSPORTATION

NORTH REGION CONSTRUCTION
STRUCTURE CONSTRUCTION
1031 BUTTE STREET
REDDING, CA 96001



*Making Conservation
a California Way of Life.*

May 3, 2023

LETTER OF RECOMMENDATION

To Whom It May Concern,

It is my pleasure to write this letter of recommendation for Golden State Bridge, Inc. and its President, Dave Riccitiello. I have enjoyed working with Dave for over 35 years on dozens of projects from routine bridge rehabilitation jobs when he started West Coast Bridge Company to some of the most complex and challenging projects he has built as owner of Golden State Bridge, Inc. As a Resident Engineer, I appreciated his honesty, attention to safety, and his preparedness, sound judgment, and promptness in getting things done right and on time. As the Area Bridge Construction Engineer & Manager, I have valued those traits that he built into the culture of Golden State Bridge's crews, and I have the confidence that the job they build will be delivered safely, honestly, and at the best price and highest quality - as has been demonstrated by GSB's track record.

Clever creativity, attention to detail, and experience - combined with the skills of communication, planning, and craftsmanship with the reputation of solving difficult construction engineering challenges have been GSB's hallmark in delivering high-quality projects. The emergency replacement of the landslide-damaged Pfeiffer Canyon Bridge had traffic on it 8 months after it was closed using an accelerated method of construction by launching the 310-foot-long single-span 3-girder steel replacement bridge on SR 1 in 2017. GSB replaced 4 hinges on SR 280 over 3 holiday weekends under 100-hour closures. This work was originally estimated to take over 6 months working 7 days a week under conventional traffic control and staging. Other showcase projects include the SR 1 Pitkins Curve segmental bridge over the Pacific Ocean in 2013 and the Ten Mile River Bridge in 2009. GSB is the contractor of choice when it comes to these complicated emergency projects based on their vast experience, wealth of

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knowledge, and depth of talent. Two more examples include the re-decking of the 1941 3,600 ft long Pit River Bridge and Overhead steel truss crossing Shasta Lake on Interstate 5 in 2006 and the lightweight rapid set concrete deck and historical rail replacement on the 1938 Lake Britton steel arch on SR 89 in 2021. GSB and Caltrans engineers teamed up to collaboratively present “Emergency Deck Replacement of the Pit River Bridge” at the 2009 Western Bridge Engineers’ Seminar topic “*Unforeseen Construction Challenges*” to share success in cooperation while trying new ways to solve old problems. This project was one of the first in the State to implement changes that led to the new specifications for Caltrans bridge deck “CRACK-Less Concrete.”

Safety is the top priority for GSB, and every planned operation is reviewed to identify risks, and actions are taken to reduce or eliminate the hazards to be encountered. I can attest to the degree of professionalism and speed with which GSB reacts when it comes to safety – they are the best in the business.

I have worked with hundreds of contractors in my career, most of them low bidders and many of them are good at what they do, but Golden State Bridge Inc. is outstanding in the field and is at the top of my list. I breathe a sigh of relief when I find out they won the contract on bid day and I recommend them highly for any job, but especially those jobs that are more demanding than usual!

Thank you,

Sonny Ferreira, PE
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