



Curriculum Vitae
UGO POLETTINI

BORN: 1936, Verona, Italy

TITLES: Consultant
Safety Officer
Technical Director
Site Manager

CITYZENSHIP: Italian

YEARS OF PRACTICE: 47

EDUCATION: Degree of Civil Engineering, Transportation, Politecnico di Milano, Italy, 1960

LANGUAGES: Italian: mother tongue, French

MEMBERSHIPS: Member Ordine degli Ingegneri della Provincia di Vercelli, Italy n° 876

PROFILE:

Ugo Poletini has 47 years of experience as Technical Director of a large, international Contracting Company and as Site Manger of large jobs with coordinating responsibility of Contracting Joint Ventures Subcontractors and Suppliers.

He has been in charge of construction design, selection of equipment and methods, construction supervision and coordination of several long tunnels in rock and loose soil.

He was closely connected with the development of the technique of support with jet-grouted arches for large tunnels in difficult conditions. Since several years he works as an expert for SC-SEMBENELLI CONSULTING srl.

PROFESSIONAL EXPERIENCE

From 2001 up today involved in several Projects with SC Firm as expert of Cost Estimate, Planning and Project supervision:

2007 - Tender Design of **Chaparral Hydro Power Plant (Salvador)**: cost estimate, computation of quantities, planning and jobsite activities. Planning for the rehabilitation works of **Badana and Lago Lungo (Genova)**, two Dams of the same owner MEDITERRANEA DELLE ACQUE.

2006 - Directly involved in the major roads works of SC: Planning of jobsite works of **Lessinia Road (Italy)**, **La Yesca Dam (Mexico)**; and **A4 Milan – Bergamo Motorway**.

2005 - today. Construction Design of **Kerrada Dam (Algeria)**: head planner of jobsite activities, controller of construction costs and supervisor of safety and quality. Environmental rehabilitation and extraordinary maintenance works of **San Valentino Dam (Italy)**. Design of remedial measures based on conventional grouting, sleeve pipes grouting, jet-grouting and geosynthetic liners. The assignment included cost estimate of landscaping and impact mitigation works.

In the same year works he works on **Valnoci Dam (Italy)** a concrete gravity dam 65 m high, in operation since 1938. Cost and price estimate and jobsite planning for rehabilitation works, consisting in a new spillway grout and drains curtain, new monitoring system.

2004-2005 A9 Milan - Como Motorway with SC. Jobsite organization, Technical Specifications, price and cost estimate, Detailed design and economical summary.

Expert Advisor on jobsite supervision of **A4 Milan East - Bergamo Motorway** associated with SPEA, GREGOTTI ASSOCIATI INTERNATIONAL and BCV.

2003 – 2004 Costs Estimate and setting up of bank sides of a construction site of **Val Rabbia** of Mountain Stream. Preliminary, Detailed, Construction Design and Construction Supervision of works. In the same year Costs estimate of **Isola della Scala International Terminal (Italy)**, General layout and development of hydraulic geotechnical and pavement design for 350.000 m2 of train receiving and freight loading/unloading yards.

Cost estimate, optimization of jobsite works and quality control of **SP 14 Alta Lessinia Road Project (Italy)** – Preliminary, Detailed and Construction Design.

2000 Repair and Upgrading works in the Mont Blanc Tunnel after March 99 fire accident. For SITMB (Società Italiana Traforo Monte Bianco) and ATMB (Autoroute et Tunnel Mont Blanc). He worked as co-ordinator of the Italian and French supervision teams led by SPEA and SCETAUROUTE as well as head planner of jobsite activities, controller of construction costs and supervisor of safety and quality. The 200 million \$ work consisted of demolition of the damaged lining, rock quality evolution, reconstruction of the lining and of the concrete structure supporting the road deck, construction of new ventilation niches and fire shelters, equipments for new ventilation, lighting, temperature, communication and alarm systems.

1999 A4 Milan – Bergamo Motorway with SC. Technical Specifications, cost and prices estimate for preliminary, detailed and construction project. In the same period is involved in **the Milan North Ring Fiorenza – Bergamo (Italy)**, for the addition of an elevated deck over the existing 3

lanes motorway to create a 5+5 lanes section. Construction of a building with structure, roof garden and promenade added to minimize impact and provide leisure space to the neighboring city sections.

In the same period is involved in the Tender design for a design-and-build contract for the **Brescia Metrobus**.

1998 – 1999 A8 Motorway Milan – Varese upgrading works with the addition of a continuous emergency lane, new safety and noise barriers and re-surfacing with a draining wearing course. For AUTOSTRADE spa he worked as a member of SC – SEMBENELLI CONSULTING team responsible of work planning site supervision, on-the-job safety and quality control for SPEA.

1998 High Speed Train, Milano - Bologna line. For TAV spa he revised the detailed design and construction Contracts. He supervised preparatory works for the General Contractor CEPAV 1.

1995 – 1997 Polcevera Trunk Road, Genoa. For the Municipality of Genoa, consultant to the Contractor for construction planning and job-site safety as well as for claims resolution for the 30 million \$ work consisting of viaducts, retaining structures and river training works over a distance of 6 km.

1995 – 1997 Milan Railway Line Underground Throughway. For Metropolitana Milanese and the Contractors, he served as Expert Advisor on the excavation of the pilot tunnel 800 m long and with a cross area of 80 m², in sand and gravel soils. The ground surrounding the tunnel was consolidated with cement and silicates injected under a controlled pressure-volume program prior to excavating the tunnel.

1993 – 1998 Parma – La Spezia Railway for the Italian State Railways FFSS. He worked as the Engineer in charge of final approval of the detailed design, of construction planning, quality control and contract administration. The works, for an overall amount close to 300 million \$, consisted of the connecting line between the La Spezia port and Vezzano, the extension of Vezzano and S. Stefano Magra stations, the new yard at S. Stefano Magra and its connection to the Roma – Genoa line, the doubling of Serena tunnel, 7 km long and the doubling of the nearby line between Berceto and Solignano. The assignment covered civil works as well as permanent way and system wide.

1990 - 1993 Sarre – Morgex Motorway for RAV Raccordo Autostradale Valle D'Aosta. He worked for the office of the Engineer in charge of the final design, quality assurance and contract administration for 25 km of motorway including 7 twin tunnels, 8 bridges and viaducts and other river training and landscaping structures for an overall investment in the order of 400 millions \$. Several tunnels required soil improvement ahead of the front. Two tunnels 100 m² in cross section area, 1000 and 1500 m long, were excavated in soft soils, full face or in stages, adopting sub-horizontal and vertical jet-grouted columns, spilings, steel lagging and grouting. All sections were drained along the contour and waterproofed with PVC geomembranes placed prior to casting the permanent lining. In the same job-site 2 other twin tunnels, each 100 m² in cross area, for a length of 2400 m and 9000 m were excavated using a small TBM for a pilot bore and subsequently widened.

1987 - 1990 River Adda By-Pass at Val Pola Rock Slide for the Regional Government of Lombardy and the Civil Protection Ministry. He was in charge of the design and construction, under an emergency plan, of 2 tunnels 4.2 and 6.0 m in diameter for a maximum discharge of 500 m³/s, excavated with TBM to divert a river blocked by a large rock slide. The tunnels were completed with intake and outlet structures and with an energy dissipation tank. The assignment included landscaping and impact mitigation works.

1987 - 1990 Technical Director of ITALSTRADE. In this position he was responsible of all job of the company and in charge of offers, technologies, work programmes, coordination of construction activities, costs control, budgets, contractual claims.

1983 - 1986 Resident Engineer for Autostrada dei Trafori for AUTOSTRADE Spa. He was in charge of construction planning, technologies and execution for more than 40 km of motorway, including 2 viaducts over 1500 m long, soil consolidation and embankments on compressible soils and for the Valsesia tunnel, 620 m long and 140 m² in cross section area, in soft ground, where the innovative technique of supporting arches, created in advance of the front with jet grouting techniques, was first used.

1979 - 1982 Resident Engineer for the Dry Dock of Ancona for the Ancona Port Authority. He was in charge of the construction planning, technologies and execution of a 240 * 56 * 9 m dock and related deep concrete diaphragm walls, large cast in situ piles, high capacity tendons, as well, as of precasting yards and service buildings.

1973 - 1978 Resident Engineer for the Autostrada dei Trafori for AUTOSTRADE Spa. He was in charge of the construction planning, technologies and execution of more than 80 Km of motorway including trenches, retaining walls, viaducts, tunnels and pavements.

1970 - 1972 Resident Engineer for the Dry Dock of Trieste for the Trieste Port Authority. He was deputy Resident Engineer in charge of construction planning, technologies and execution of a 300 * 60 * 12 m dock and related deep concrete diaphragm walls, large cast in situ piles, high capacity tendons and special foundations.

1968 - 1969 Quaira della Miniera Dam for the National Power Company ENEL he worked as Resident Engineer for a concrete gravity dam 89 m high and having a volume of 600 000 m³. The project included diversion and outlet tunnels.

1961 - 1967 Alpe Gera Dam for the National Power Company ENEL he worked as Deputy Resident Engineer for a concrete gravity dam 175 m high having a volume of 1 600 000 m³. Alpe Gera was the first example of RCC concrete with steel forms embedded on the upstream face. The project included diversion and outlet tunnels as well as an underground power house and required extensive rock treatment with bolting, grouting and drainage.